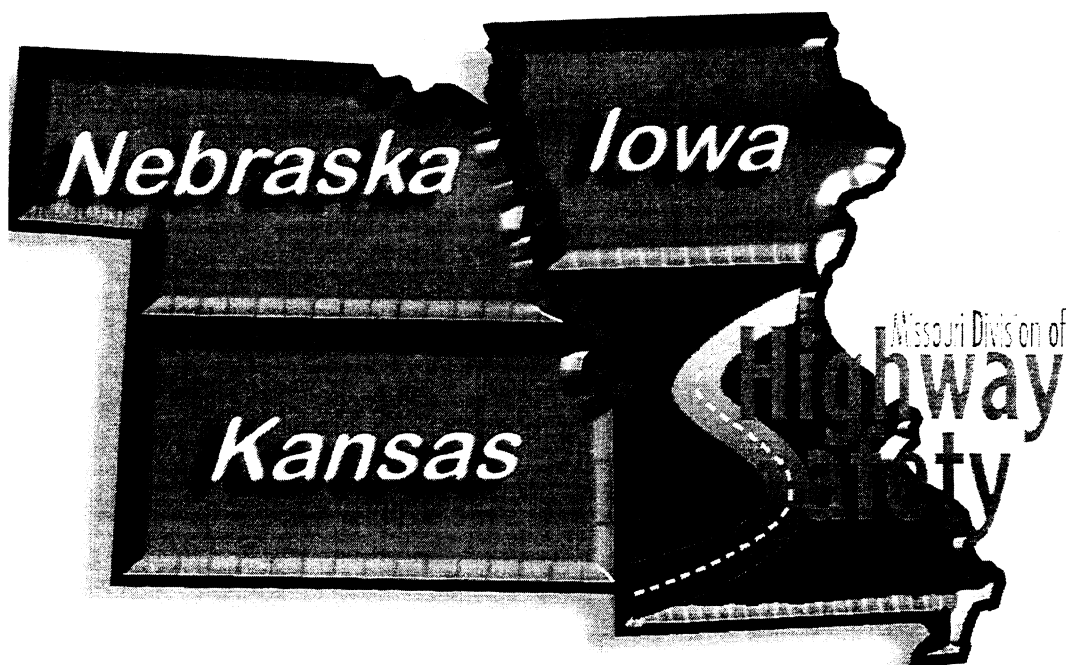


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# NHTSA Region VII



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DEPOSITORY DOCUMENT

## Missouri 2002 Highway Safety Plan

Missouri Division of Highway Safety

Department of Public Safety

P.O. Box 104808

Jefferson City, MO 65110-4808

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**STATE OF MISSOURI**  
**2002 HIGHWAY SAFETY PLAN**  
**PROCESS DESCRIPTION**

***Mission***

The mission of the Missouri Division of Highway Safety (MDHS) is to reduce the number and severity of traffic crashes occurring in our state. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

***Highway Safety Plan***

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's Federal 402 Program appropriation will be used to promote highway safety in our State. The 2002 HSP encompasses the federal fiscal year October 1, 2001 through September 30, 2002.

The Plan is administered by the Director of the Missouri Division of Highway Safety who also serves as the Governor's Highway Safety Representative.

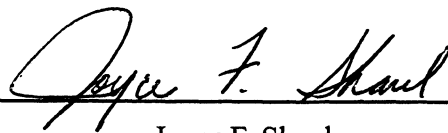
***State Problems—State Solutions***

State and local problem identification data will drive the state programs. The HSP will be a performance-based, dynamic plan. Such a Plan allows for continual revisions and modifications in order to enhance the outcome of our efforts.

***Submission***

The Missouri Division of Highway Safety herewith submits the 2002 Highway Safety Plan to:

The Honorable Bob Holden, Governor  
Romell Cooks, NHTSA Region VII Administrator  
Allen Masuda, FHWA Region VII Administrator



Joyce F. Shaul  
Director, Missouri Division of Highway Safety and  
Governor's Highway Safety Representative

## OVERVIEW

### ***Problem Identification***

Problem identification involves the study of the relationship between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to location (urban vs. rural), safety design, appropriate signing, traffic volume, etc. Collisions are further analyzed by time of day / day of week / month of year, driver subgroups, primary collision factors, use of alcohol and other drugs, and utilization of safety equipment.

The data utilized herein (2000 Missouri Traffic Crashes) was obtained from the Statewide Traffic Accident Records System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have had upon traffic safety problem areas, crash data from the calendar year 2001 may also be utilized as it becomes available.

### ***Highway Safety Plan (HSP)***

The Division of Highway Safety is directed to develop an HSP designed to reduce the number and severity of traffic crashes in the State of Missouri. Traffic crash data, compiled by the Statistical Analysis Center of the Highway Patrol, is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the HSP is designed—assuring that Missouri's Plan is data driven and that our efforts and resources are directed to the appropriate problem areas.

Specific areas which warrant attention are: Police Traffic Services (including law enforcement training; public information & education efforts; Safe Communities; and enforcement of hazardous moving violations—red light running, DWI, speed, aggressive driving, construction zone violations); Occupant Protection; Alcohol Impairment; Traffic Records; High Risk Groups (young drivers, motorcyclists, older drivers); Engineering Services; and Commercial Motor Vehicles. Our countermeasure efforts in these areas are designed to enhance existing law enforcement/community efforts, modify unsafe driving behaviors, and promote safe/responsible driving behaviors.

### ***Benchmarks***

Problem areas were identified for which benchmarks have been established. The benchmarks are “ideals” toward which we will strive. We believe that our countermeasure efforts may have an impact on the following problem areas: motor vehicle death/injury rates; numbers and frequency of traffic crashes, hazardous moving violations; the use of safety devices; and deaths/injuries in special high-risk age groups. While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are quite often highly dependent upon existing legislation and the motoring public's adherence to traffic laws and safe driving habits.



**STATE OF MISSOURI**  
**PLANNING, PROGRAMMING, & IMPLEMENTATION TIMEFRAMES**

***HIGHWAY SAFETY PLAN and ANNUAL REPORT***

ACTIVITY	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	
Data Collection (from grantee reports & MSHP SAC)	<i>O</i>	<i>N</i>	-	<i>G</i>	<i>O</i>	<i>I</i>	<i>N</i>		<i>G</i>	—	—	—	—
Data Analysis (based on activity/monitoring reports)	<i>O</i>	<i>N</i>	-	<i>G</i>	<i>O</i>	<i>I</i>	<i>N</i>		<i>G</i>	—	—	—	—
Grantee monthly reimbursement vouchers due	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>
Solicitation letters mailed to prospective grantees					15 <sup>th</sup>								
Regional grant application training sessions for prospective grantees						Mid Month	Mid Month						
1 <sup>st</sup> Round grant application review—program team reviews (scheduled by Managers)										By 30 <sup>th</sup>			
2 <sup>nd</sup> Round grant application review & budget meeting —all program staff & Director (2 days)											By 15 <sup>th</sup>		
Mail grantee Award & Rejection Letters												15 <sup>th</sup>	
Annual HSP due to NHTSA													By 1 <sup>st</sup>
All contracts written, completed internal review process & mailed													By 10 <sup>th</sup>
Regional grant award meetings (all grantees required to attend)													Mid month
Contracts end for current federal fiscal year (extensions require federal approval)													30 <sup>th</sup>
All funds must be obligated													30 <sup>th</sup>
New federal fiscal year—Contracts begin unless otherwise scheduled	1 <sup>st</sup>												
Audit Closeout due 90 days after end of current FY			31 <sup>st</sup>										
Letters to grantees requesting end-of-year reports	15 <sup>th</sup>												
Grantee reports due for inclusion in Annual Report		15 <sup>th</sup>											
Compile & print Annual Report			15 <sup>th</sup>										
Annual Report & Final Cost Summary Due			31 <sup>st</sup>										

*Current as of 8/01*

**STATE OF MISSOURI  
PLANNING, PROGRAMMING, & IMPLEMENTATION TIMEFRAMES**

***OTHER PROGRAMS under TEA-21***

ACTIVITY	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.
Data Collection (from grantee reports & MSHP SAC)	<i>O</i>	<i>N</i>	-	<i>G</i>	<i>O</i>	<i>I</i>	<i>N</i>	<i>G</i>	—	—	—	—
Data Analysis (based on activity/monitoring reports)	<i>O</i>	<i>N</i>	-	<i>G</i>	<i>O</i>	<i>I</i>	<i>N</i>	<i>G</i>	—	—	—	—
Grantee monthly reimbursement vouchers due	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>
Section 157 Innovative Grant—Due Date											1 <sup>st</sup>	
Section 157 Innovative Grant—Quarterly Report Due	10 <sup>th</sup>			10 <sup>th</sup>			10 <sup>th</sup>			10 <sup>th</sup>		
Section 157 Innovative Grant—Annual Report Due						31 <sup>st</sup>						
Sect 157 Incentive—Seat belt use rate & report due*						1 <sup>st</sup>						
Section 163 .08 BAC Incentive Grant—Law Cert. Due										15 <sup>th</sup>		
Section 410 Alcohol Incentive Grant—Due Date											1 <sup>st</sup>	
Section 411 Data Incentive Grant—Due Date				15 <sup>th</sup>								
Sect 2003b Incentive Grant—Due Date			15 <sup>th</sup>									
Sect 2003b Incentive Grant—Annual Report Due*							17 <sup>th</sup>					

\*Dates subject to change because they are based on the date of grant award

*Current as of 8/01*

# **GRANT SELECTION PROCESS**

## ***Grant Application Process***

- 1 MDHS grant applications forms distributed
- 2 MDHS hosted 5 grant application workshops (St. Louis, Kansas City, Jefferson City, Springfield & Farmington); participants were provided training on how to develop their proposals
- 3 Grant applications were due to the Division of Highway Safety
- 4 Grant applications reviewed and evaluated by MDHS staff
- 5 Selection finalized for grant awards
- 6 Grantees notified of approval and funding levels
- 7 Training meeting for grantees hosted in Jefferson City to discuss grant requirements

## ***Grant Selection Criteria***

An internal team comprised of the MDHS Director and program staff review all grant applications. Serious consideration must be given to budgetary constraints since project funding requests always far exceed the available federal appropriations. The following criteria are taken into consideration by the reviewers:

- Specified problem identification (including demonstrated need, documented problem locations, crash statistics, special events, targeted populations, and impact on traffic safety)
- Input of local resources to match federal grant efforts
- Validity of selected countermeasure activities to make a positive impact on the identified problem
- Innovative countermeasure activities
- Development of exceptional partnerships to enhance resources and outcomes
- Past experience working with the grantee--proven ability to meet stated goals and objectives
- Support of local government/administration toward traffic safety efforts
- Phased-in projects (projects designed to be implemented in phases over multiple years) are given priority for continued funding
- Equipment needs--evaluated on a case-by-case basis; in most situations, agencies are required to match 50% on equipment purchases

## ***State Reporting Compliance Requirements***

All law enforcement agencies are required to report the following information to the appropriate state repositories. Failure to do so may result in the loss of Highway Safety grant funding.

### **Uniform Crime Reporting--RSMo 43-505**

Crime incident reports shall be submitted to the Department of Public Safety (DPS) on the forms or in the format prescribed by DPS; as shall any other crime incident information which may be required by DPS.

### **Racial Profiling--RSMo 590-650**

Each law enforcement agency shall compile the data described in subsection 2 of Section 590-650 for the calendar year into a report to the Attorney General and shall submit the report to the Attorney General no later than March first of the following calendar year.

### **Statewide Traffic Accident Reporting System (STARS)--RSMo 43-250**

Every law enforcement officer who investigates a vehicle accident resulting in injury to or death of a person, or total property damage to an apparent extent of five hundred dollars or more to one person, or who otherwise prepares a written report as a result of an investigation of an accident, shall forward a written report of such accident to the Superintendent of the Missouri State Highway Patrol within ten days after investigation of the accident, except that upon the approval of the Superintendent of the Highway Patrol the report may be forwarded at a time and/or in a form other than as required in this statute.

## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR Part 29 Subpart F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will —
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted —
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT:**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT):**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

## **CERTIFICATION REGARDING FEDERAL LOBBYING:**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING:**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department's or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.



10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters—Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.


6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion— Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

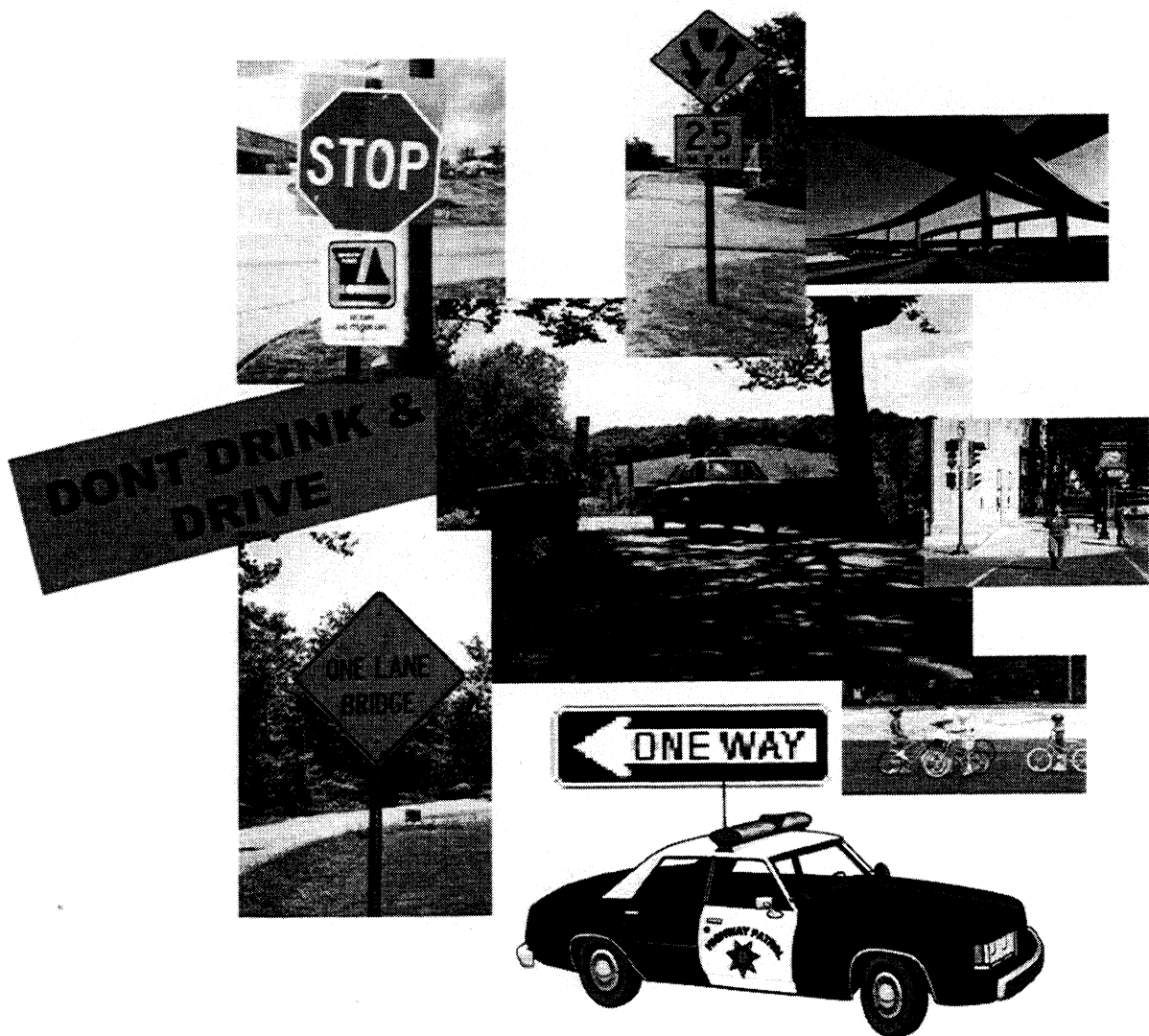
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Date

## SECTION II

# STATEWIDE TRAFFIC SAFETY ANALYSIS

### Problem Areas-Enforcement Issues

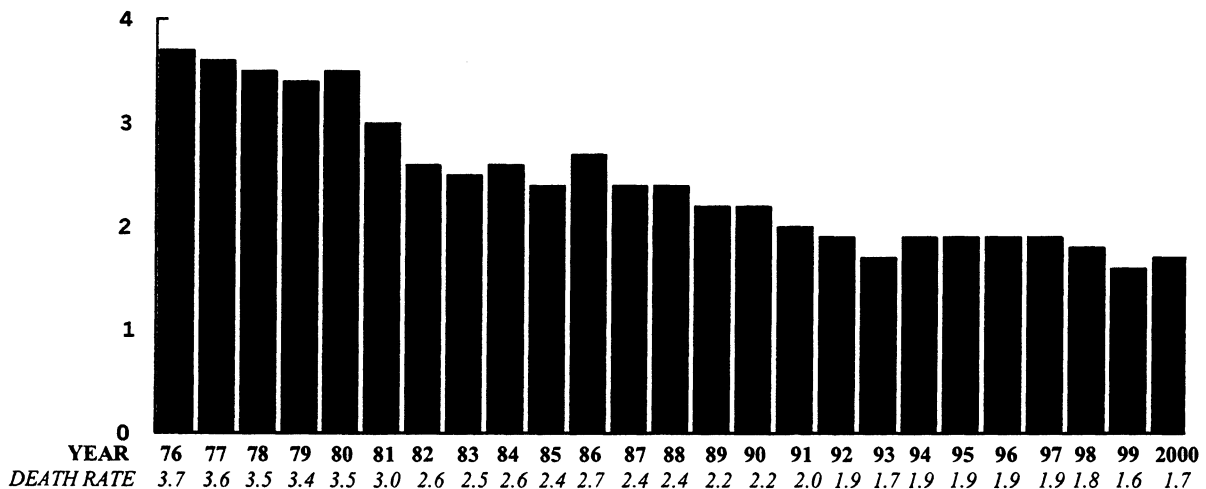


## MISSOURI STATEWIDE TRAFFIC SAFETY ANALYSIS

### *Deaths Due to Traffic Crashes – History*

Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. During this time period, the number of miles traveled has more than doubled while traffic deaths have remained relatively constant. For instance, in **1976** Missouri had **3.7 fatalities** for every 100 million miles of travel compared to **2000** when the State death rate had dropped to **1.7 fatalities** for every 100 million miles of travel. The reduction in the death rate has been due, in large part, to numerous Federal, State, and local government policies, programs, and laws, the Governor's Highway Safety Program has certainly played a major role in this effort.

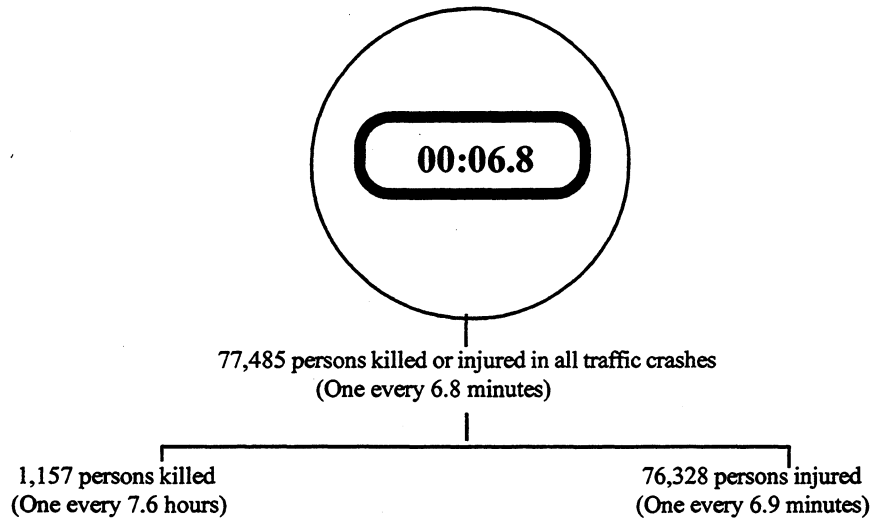
**MISSOURI DEATH RATE  
1976 - 2000**



### *Current Traffic Crash Data – 2000*

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured on Missouri roadways and most of these traffic crashes are preventable. In **2000**, there were **193,778 traffic crashes**. In 991 of these crashes one or more people were killed and in 49,715 crashes, someone was injured. A total of **1,157 people lost their lives** (one death every 7.6 hours) and **76,328 were injured** (one person injured every 6.9 minutes).

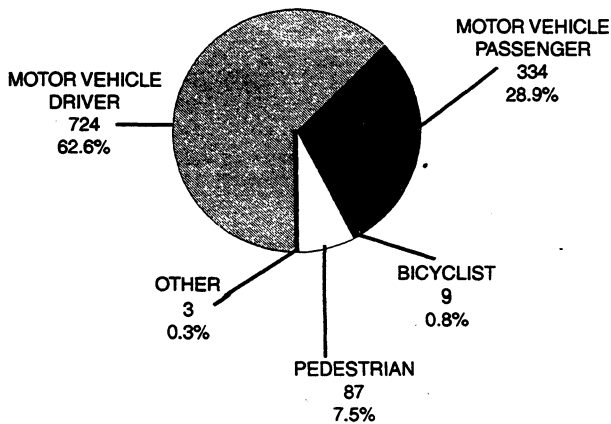
# MISSOURI TRAFFIC SAFETY PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000



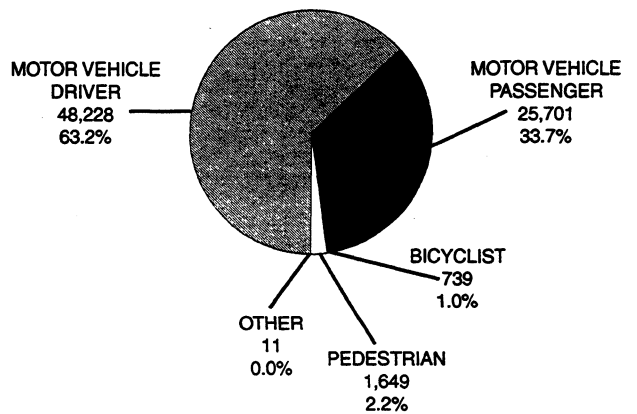
A substantial number of persons killed and injured in Missouri's 2000 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 62.6% were drivers and 28.9% were passengers; of those injured, 63.2% were drivers and 33.7% were passengers. Although pedestrians do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a larger proportion of those killed in these incidents -- 7.5%.

## 2000 MISSOURI TRAFFIC CRASHES

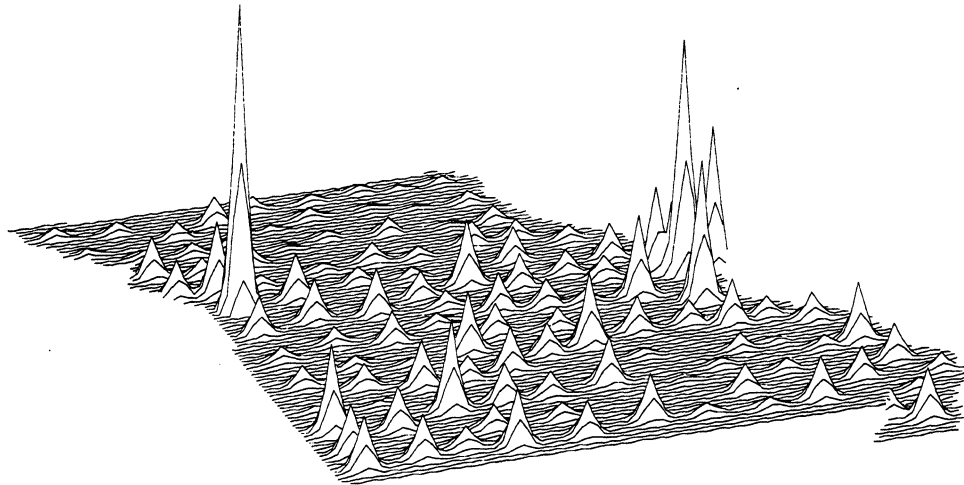
### PERSONS KILLED



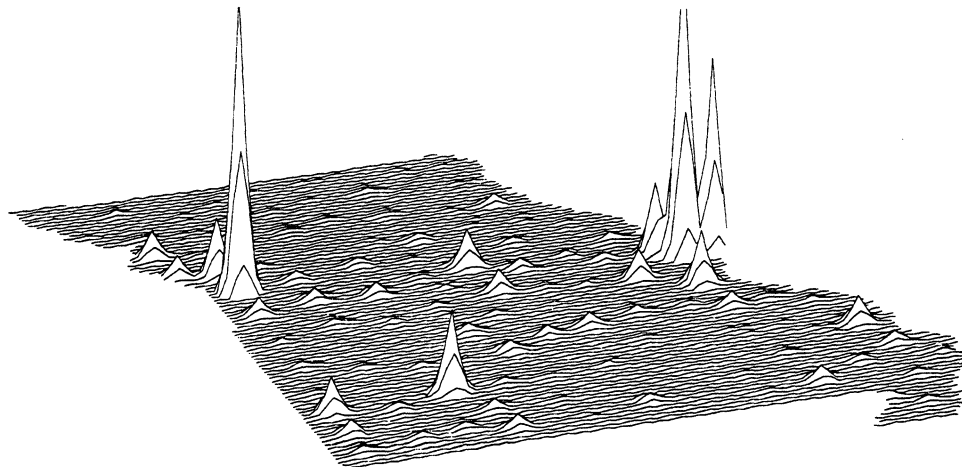
### PERSONS INJURED



As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 193,778 traffic crashes in 2000, 64.5% occurred in an urban community having a population of 5,000 or more and 35.5% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 2000 fatal traffic crashes, 24.5% occurred in an urban area of the State and 75.5% in a rural area.

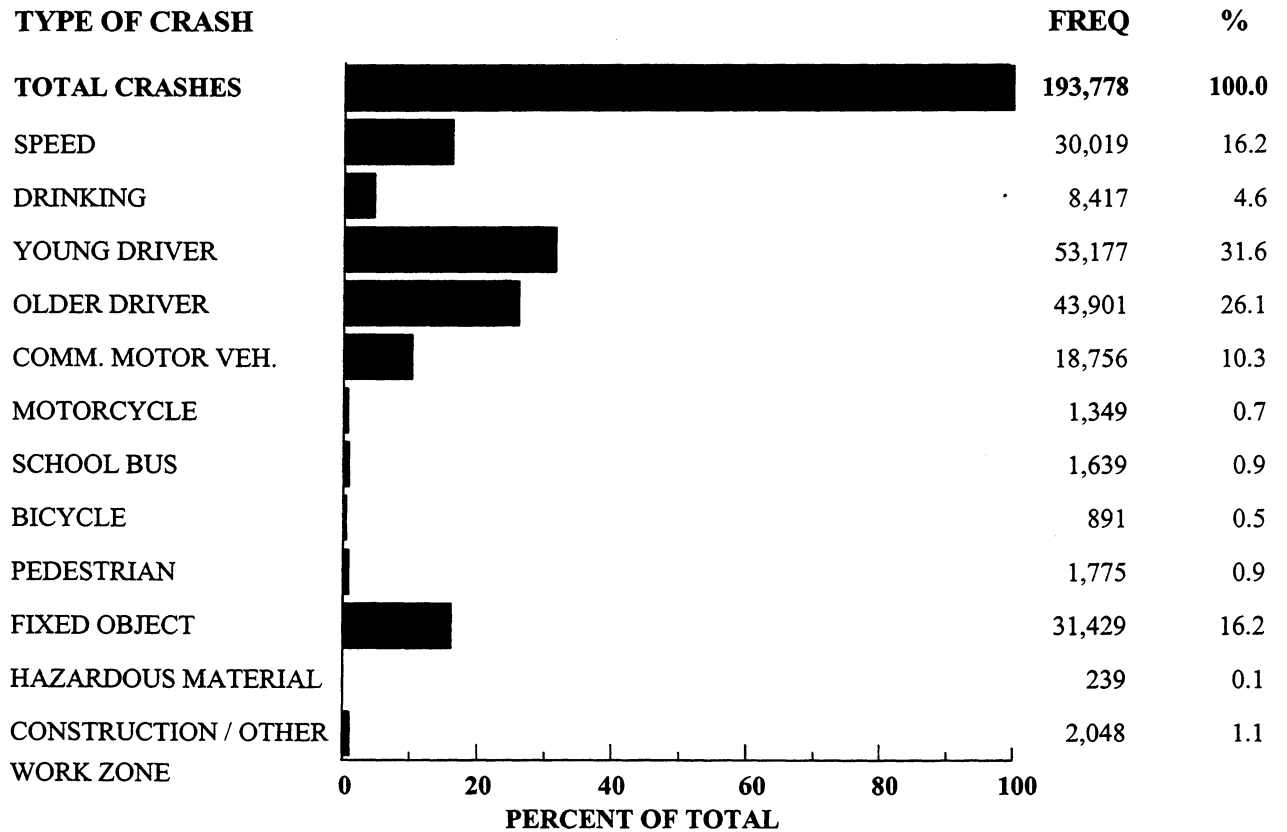


**MISSOURI TOTAL TRAFFIC CRASHES  
2000**



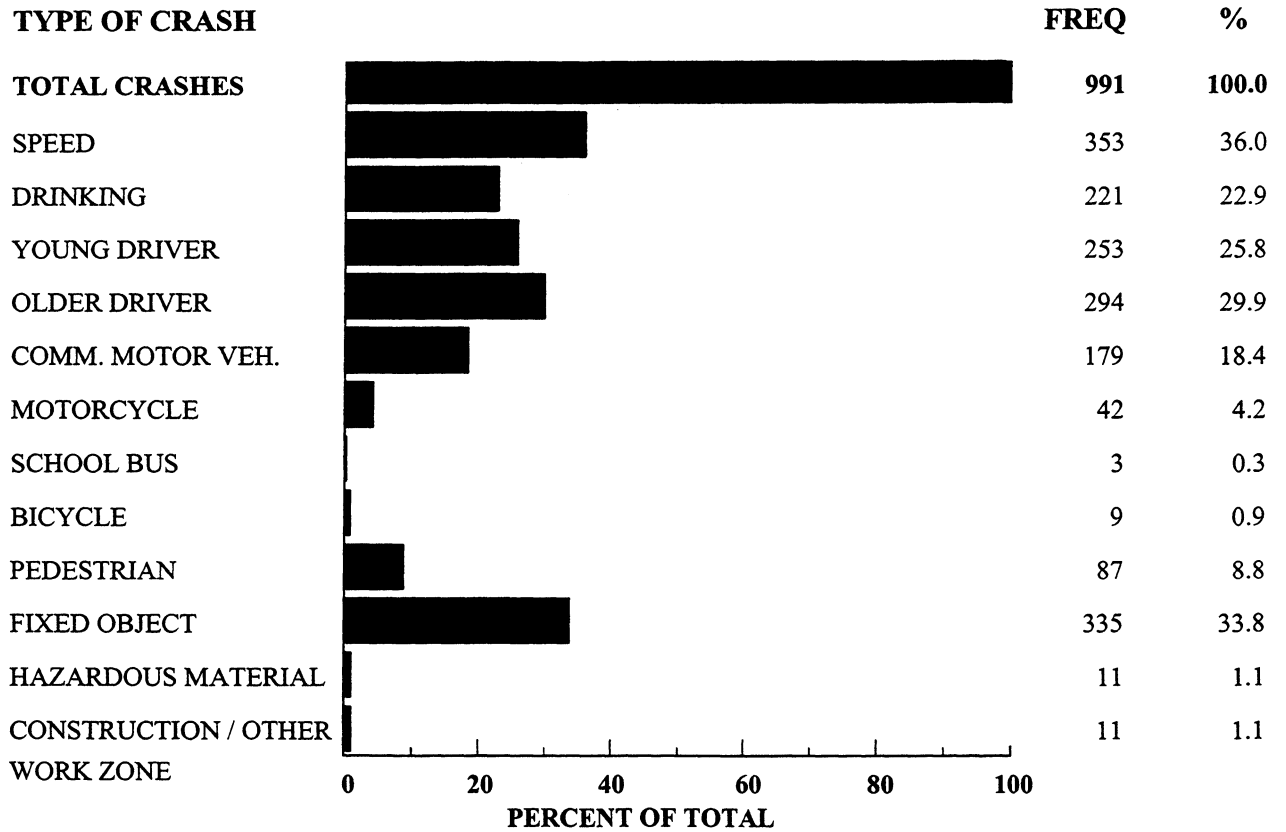
Note: On some of the following graphs, it is noted that "Unknown data is not included." In some instances, the violation or situation was not apparent to the investigating officer. Those numbers are not included so as not to skew the data.

## 2000 MISSOURI TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.

## 2000 MISSOURI FATAL TRAFFIC CRASHES



NOTE: Due to the fact a crash may be classified as more than one type, the individual totals may not add to the grand total.



## **PROBLEM AREAS--ENFORCEMENT ISSUES**

Police Traffic Services will address numerous problem areas in traffic safety with an emphasis on enforcement issues. Through data analysis, we were able to identify specific target areas and answer these pertinent questions:

*Which geographic locations should be targeted?*

- Statewide--While *more crashes* occur in the densely populated *urban areas*, *three-fourths* of the *fatal crashes* occur in *rural areas*

*What are Missouri's most serious areas of traffic safety concern?*

- Drivers committing Hazardous Moving Violations such as aggressive driving (including red light running), speeding, and alcohol-impaired driving
- High Risk Drivers (young drivers under the age of 21 & motorcyclists)
- Occupant Protection (non-use of safety belts and misuse of child restraint devices)

*Which vehicles are overrepresented in fatal crashes?*

- Motorcycles
- Commercial Motor Vehicles (commercial vehicles are addressed within the Motor Carriers Safety Assistance Program Annual Plan which is also administered within the Division of Highway Safety)

***Benchmarks (measurable benchmarks pertinent to a specific problem area are identified within that section)***

- 1 Reduce statewide death rate not to exceed the current rate  
2000=1.7 1999=1.6 1998=1.8 1997=1.9
- 2 Increase the number of citations issued for hazardous moving violations at high accident locations thereby decreasing crashes at those locations
- 3 Reduce the number of alcohol-involved crashes
- 4 Increase occupant restraint usage through enforcement and education
- 5 Decrease percentage of crashes involving High Risk Drivers
- 6 Decrease rate of crashes involving commercial motor vehicles

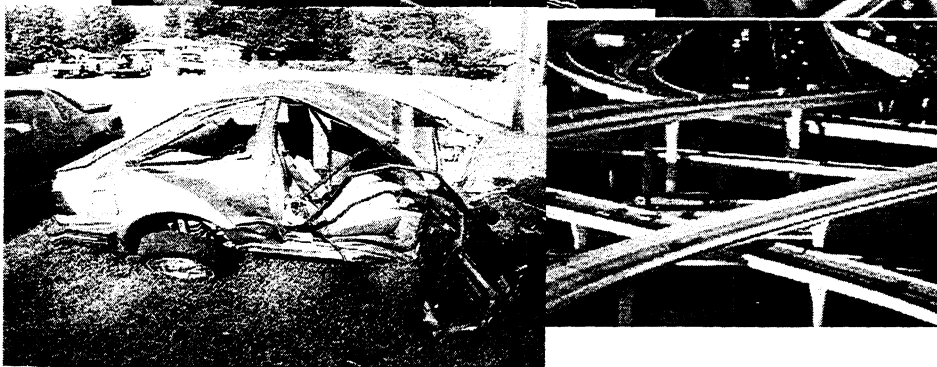
### ***Performance Measures***

Continue tracking statewide death and injury rates. Analyze statistics to determine if a correlation can be made as to whether Highway Safety's countermeasure programs have an effect on reducing these figures. Individual Police Traffic Services projects will be monitored and evaluated to determine whether increased enforcement and education efforts are having a positive impact on the reduction of traffic crashes at identified locations and resulting injuries/deaths.

### ***Strategies***

- Technical Assistance--Assist law enforcement agencies in problem identification & preparation of projects which will effectively attack their traffic safety problems
- Enhanced Enforcement--Provide funding for projects which put additional traffic officers at high crash locations to enforce hazardous moving violations
- Traffic Enforcement Equipment--Provide suitable equipment to enforce traffic laws
- Training--Provide training to complement and supplement law enforcement efforts
- Partnerships--Increase activities between state and local law enforcement agencies such as multi-jurisdiction enforcement efforts

## SECTION III AGGRESSIVE DRIVING

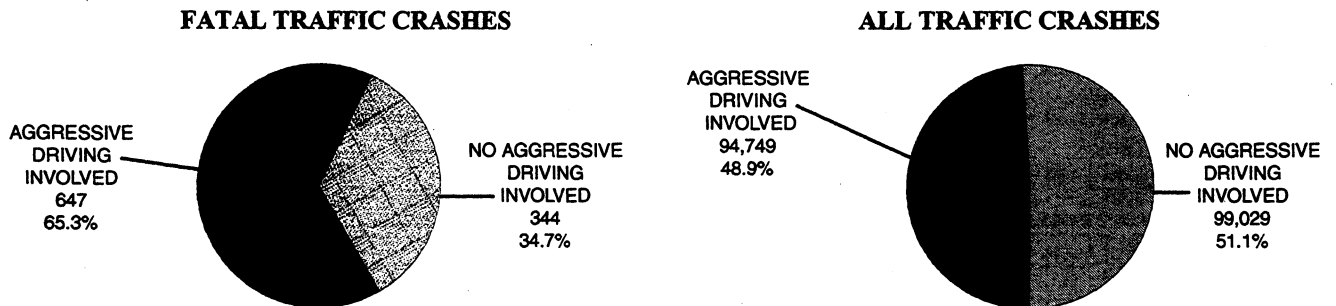


## AGGRESSIVE DRIVERS

Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; improper passing; violation of stop sign / signal; driving on wrong side of road (not passing); following too close; improper signal; improper lane usage / change; and / or failed to yield.

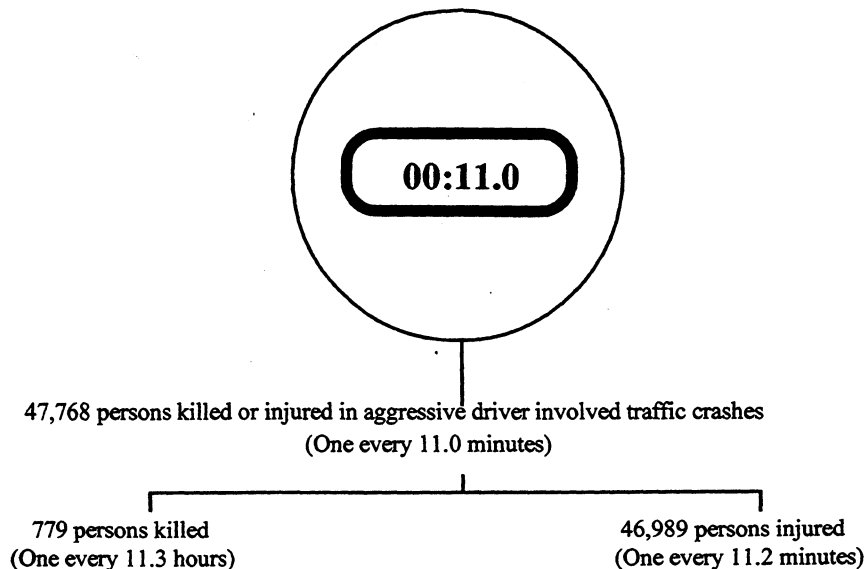
In 2000, there were 193,778 traffic crashes in the State. In these crashes, 48.9% involved one or more drivers of motorized vehicles exhibiting aggressive driving behavior. There were 991 fatal traffic crashes in which 1,157 persons were killed. *In 65.3% of these fatal crashes, one or more drivers were exhibiting aggressive driving behaviors.*

### 2000 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES



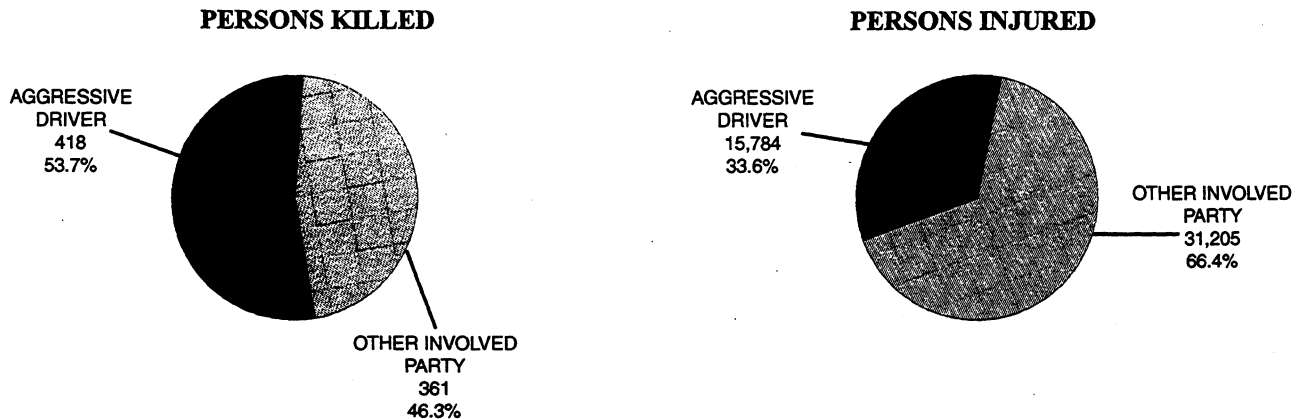
In 2000, 779 persons were killed and 46,989 injured in aggressive driver involved traffic crashes. In other words, one person was killed every 11.3 hours and one was injured every 11.2 minutes in the State.

### MISSOURI AGGRESSIVE DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000



Aggressive drivers not only put their lives at risk, but the lives of others as well. Of the 779 people killed, 53.7% were the aggressive driver and the other 46.3% were some other party in the incident. Of the 46,989 injured, one-third (33.6%) were aggressive drivers and two-thirds (66.4%) were some other involved person.

### 2000 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES (Person Involvement)



### 2000 MISSOURI AGGRESSIVE DRIVE INVOLVED TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity<sup>1</sup>)

FATAL CRASHES = 647		TOTAL CRASHES = 94,749
	TOTAL FATAL	TOTAL CRASHES
EXCEEDING SPEED LIMIT / TOO FAST FOR CONDITIONS	54.6	31.7
IMPROPER PASSING	4.0	2.7
VIOLATION OF STOP SIGN / SIGNAL	6.6	9.1
WRONG SIDE NOT PASSING	24.6	3.9
FOLLOWING TOO CLOSE	2.6	21.6
IMPROPER SIGNAL	0.2	0.6
IMPROPER LANE USAGE / CHANGE	12.8	10.8
FAILED TO YIELD	19.8	31.4

<sup>1</sup>This table identifies the percentage of 2000 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 54.6% involved a motorized vehicle driver speeding. In all aggressive driving related crashes, 31.7% had one or more drivers speeding.

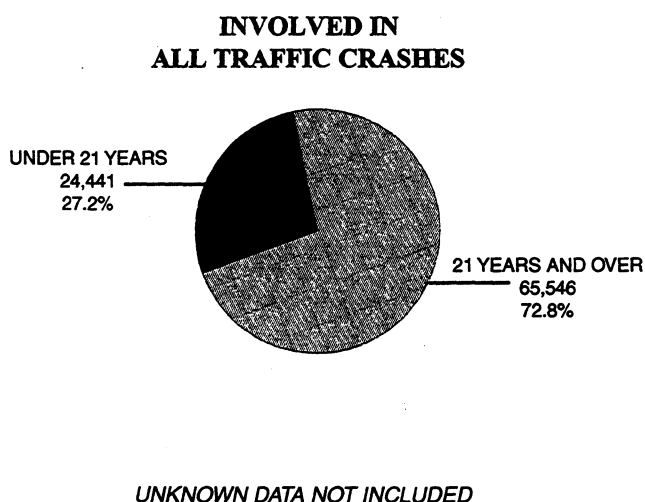
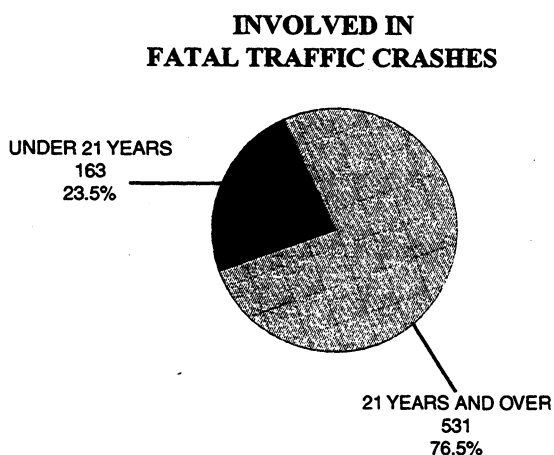
## ***YOUNG AGGRESSIVE DRIVERS (under Age 21)***

In 2000, there were 98,904 drivers of motorized vehicles whose aggressive driving contributed to the cause of a traffic crash. Of those, 24,441 or **27.2% *were under the age of 21*** -- causing a crash every 21.6 minutes. This is especially noteworthy since young drivers represent only 10.4% of Missouri's licensed drivers.

A total of 700 aggressive drivers were involved in crashes where one or more persons were killed. Of these, 163 or 23.5% were under the age of 21 and were involved in crashes where 201 people were killed. Of those killed, 89 or 44.3% were the young aggressive driver and 112 or 55.7% were some other person in the crash.

A total of 218 young people died and another 15,134 were injured in 2000 traffic crashes where aggressive driving was a contributing factor -- one every 34.3 minutes.

### **AGGRESSIVE DRIVERS INVOLVED IN 2000 MISSOURI TRAFFIC CRASHES (by Age)**



### ***Benchmarks***

1. The state will strive to see a reduction in aggressive driving crashes. Statistics from 2000 show a slight increase from 1999 in overall crashes (from 48.4% to 48.9%). Unfortunately, when reviewing fatal crashes, there has been a steady increase each year from 1998 when the percentage was 63.4, to 64.2% in 1999, and now to 65.3% in year 2000. Although we have limited statistics, making it difficult to determine benchmarks, we will set a figure of 1% reduction per year for overall crashes and 1% per year reduction for fatal crashes. Aggressive driving is often influenced by road conditions, traffic congestion, and time constraints. We will monitor the effects of these determinants on aggressive driving crashes. Areas which warrant special attention are the metropolitan areas like St. Louis where considerable construction has been occurring on many of the major highways. With further study of these control factors, we may be able to develop more effective countermeasures.

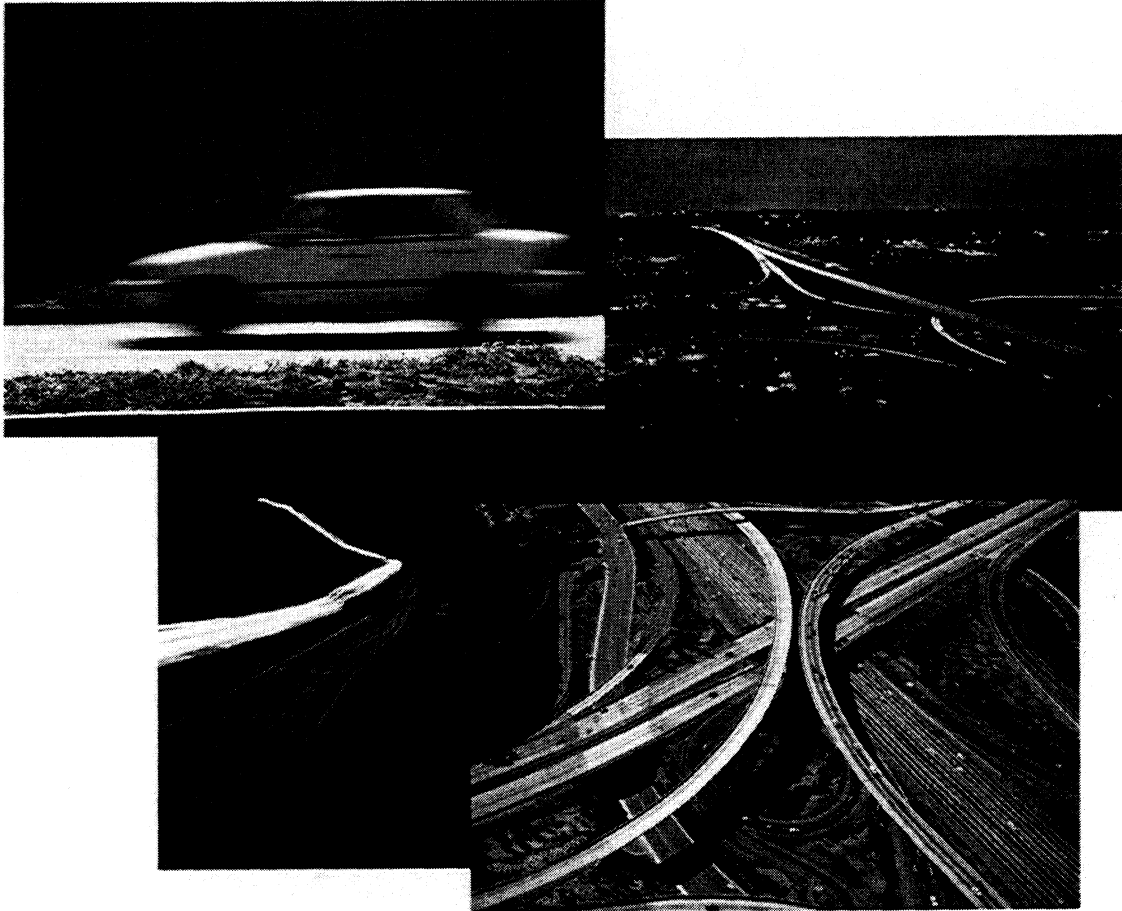
### ***Performance Measures***

Continue to track and evaluate all crashes involving hazardous moving violations. The Division will coordinate with various law enforcement agencies, statisticians, and safety professionals to develop accepted identifiers for aggressive driving involved traffic crashes.

### ***Strategies***

- Develop public information campaign materials designed specifically to target aggressive drivers
- Fund HMTV saturation enforcement projects through the Highway Patrol and local law enforcement agencies
- Partnership strategies--the Division will continue to meet with law enforcement partners to develop enforcement/awareness strategies and share their concepts and programs
- Training--the Division has developed a Powerpoint presentation on aggressive driving and will present this program for law enforcement agencies, the business and health community, and any interested groups as requested
- Enhance aggressive driving educational and enforcement efforts utilizing information gleaned from national research, "best practices" countermeasures, and statistics
- Update aggressive driving section of the MDHS website as new information becomes available

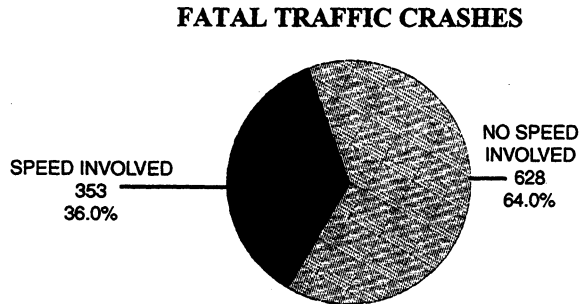
## SECTION IV SPEED INVOLVEMENT



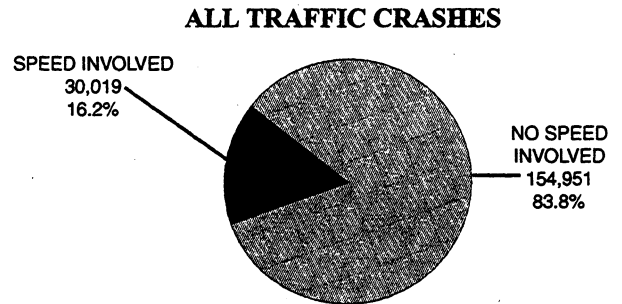
## SPEED INVOLVEMENT

Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. In 2000, there were 193,778 traffic crashes in the State. In known cases, 16.2% involved one or more drivers of motorized vehicles driving too fast for conditions or exceeding the speed limit. In 2000, there were 991 Missouri traffic crashes in which 1,157 persons were killed. In 36.0% of these crashes, one or more motorized vehicle drivers were speeding.

### 2000 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES



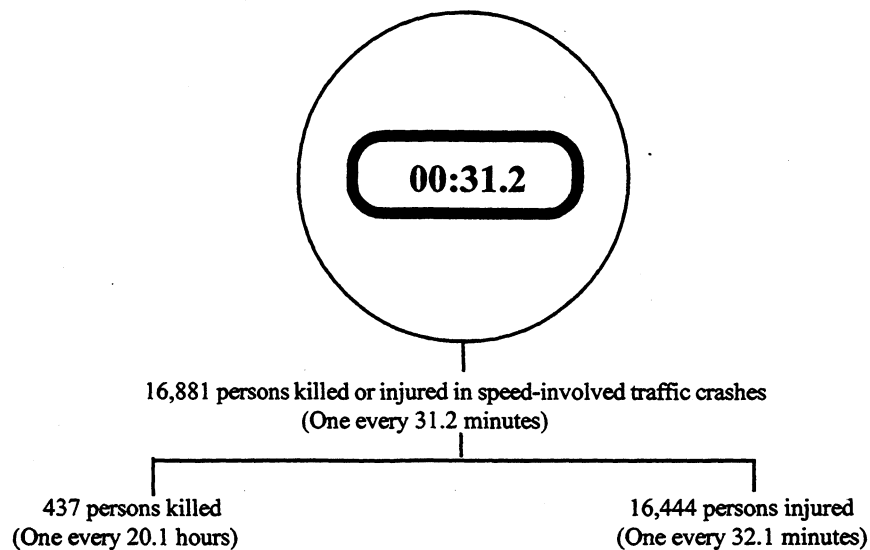
UNKNOWN DATA NOT INCLUDED



UNKNOWN DATA NOT INCLUDED

In 2000, 437 persons were killed and 16,444 injured in speed-involved traffic crashes. In other words, one person was killed every 20.1 hours and one was injured every 32.1 minutes in the State.

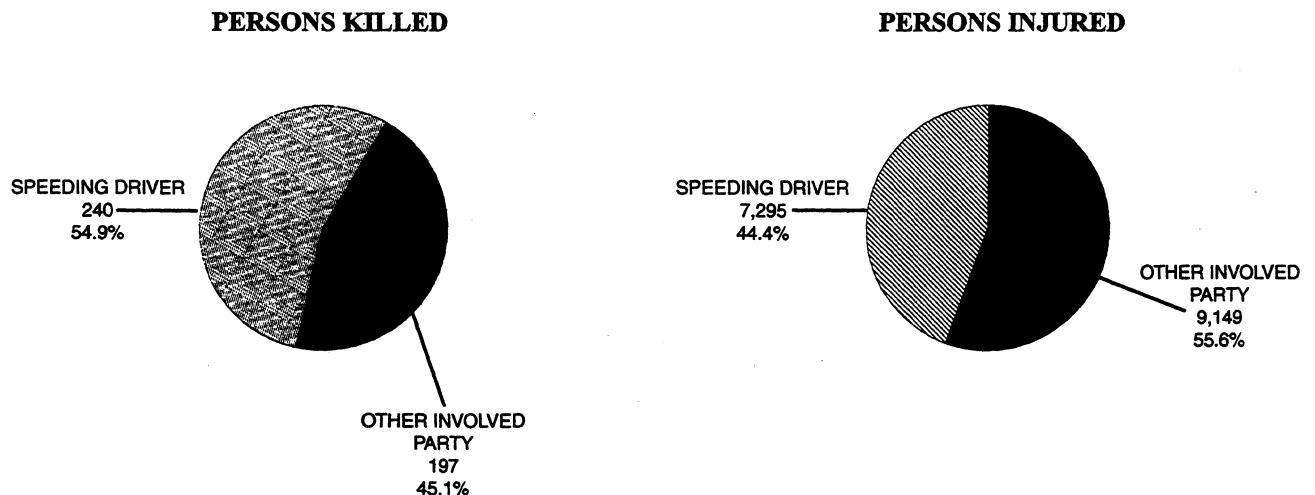
### MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000





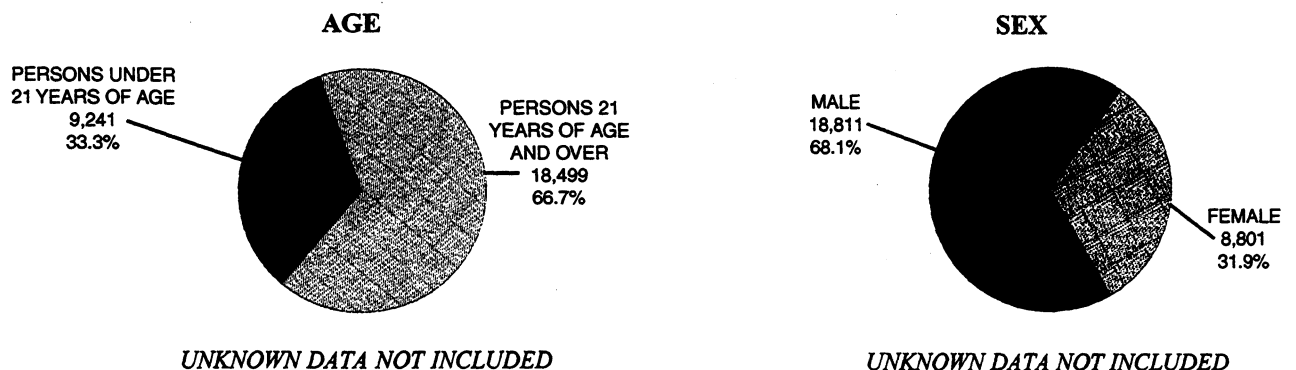
The driver of a motorized vehicle not only puts their life at risk when speeding on Missouri roadways, but other persons as well. Of the 437 persons killed in 2000 speed-related traffic crashes, 54.9% were the speeding drivers. The other 45.1% were some other party in the incident. Of the 16,444 injured, less than half (44.4%) were the speeding driver while the majority (55.6%) were some other involved person.

### 2000 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (Person Involvement)



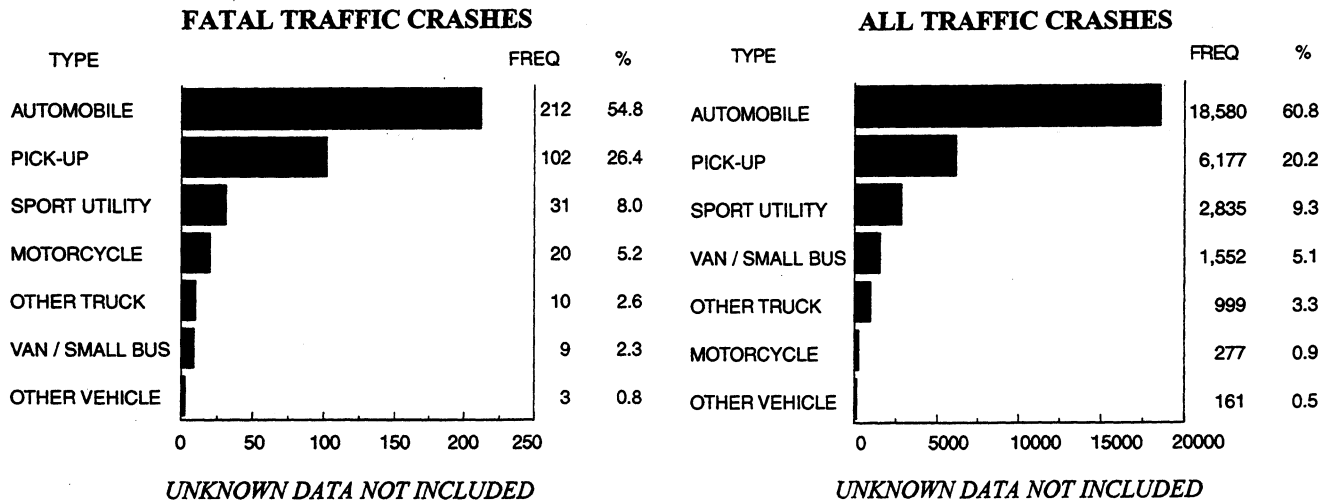
A sizable proportion of motorized drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all speeding drivers involved in Missouri's 2000 traffic crashes, about one-third (33.3%) were under the age of 21. In addition, 68.1% of the speeding drivers were male.

### 2000 MISSOURI TRAFFIC CRASHES – DRIVERS SPEEDING (by Age and Sex)



The majority of speeding drivers involved in 2000 Missouri traffic crashes were driving automobiles (60.8%), followed by pick-up trucks (20.2%), and sport utility vehicles (9.3%). However, when examining speeding drivers in fatal traffic crashes, pick-up trucks make up about one-fourth of the involved vehicles (26.4%).

## 2000 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES (by Vehicle Type)



Findings indicate the speed limit increase which went into effect March 13, 1997 continues to have an adverse impact on Missouri's crash experience. A study comparing Missouri traffic crashes three years prior to the change with three years after it went into effect was completed. Statewide, for all crashes, Missouri had a 5.4% increase in the first year, a 4.8% increase in the second, a 7.2% increase in the third, and just a 5.8% increase in the fourth year. The speed limit change did not impact all roadways. The roadway type having the greatest impact was interstates. The rate of change on interstates was significantly greater than that experienced statewide. In the first year, the interstate rate of change increased by 15.5%, during the second year it increased by 14.2%, during the third year it increased by 23.5%, and during the fourth year it increased by 17.5%.

The impact of the speed limit change was even greater when examining traffic crashes resulting in death. Statewide, there was a 7.4% increase in the first year after the change, a 15.0% increase in the second year, just a 4.2% increase in the third year, and a 7.5% increase in the fourth year. However, on interstates, there was a 34.4% increase in the first year, a 49.6% increase in the second, a 43.2% increase in the third, and a 28.8% increase in the fourth year.

### ***Benchmarks***

- 1 One percent reduction in statewide speed-related fatal crash rates:  
1995=39.0%; 1996=39.0%; 1997=38.0%; 1998=38.0%; 1999=32.5%; 2000=36.0%
- 2 Reductions in crashes at high accident locations were established at levels ranging from 5-20% depending on the agency, location, level of enforcement, project type (i.e., educational versus enforcement). These benchmarks are listed as "goals" within each individual contract.

### ***Performance Measures***

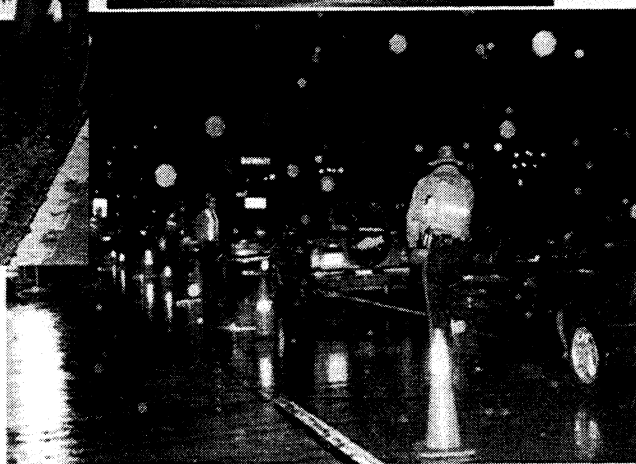
Continue tracking and analyzing all speed-related crashes (especially those occurring on major highways and interstates) in order to identify whether the increased speed limits have made a significant impact. During this evaluation process, the Division will work with other strategic agencies to develop countermeasures addressing our concerns.

Report speed-related violations and speed-related crash rates at locations where selective enforcement projects are supported.

### ***Strategies***

- Combined Accident Reduction Enforcement (CARE) holiday saturation enforcement project with the Missouri State Highway Patrol
- Fuel for Highway Patrol speed enforcement aircraft
- Participate in national efforts to track and evaluate the increased speed limits
- Provide funding to support hazardous moving violations saturation enforcement projects through local law enforcement agencies; some speed projects will include equipment to enhance the enforcement efforts (e.g., radar unit, vehicle)
- Increase multi-jurisdiction partnership projects (both intra and interstate) for enhanced speed enforcement on major highways
- Support Selective Traffic Enforcement Projects (STEP) through state and local law enforcement agencies

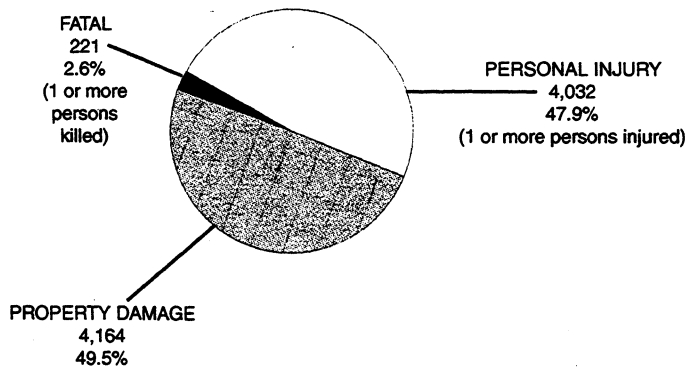
## SECTION V ALCOHOL IMPAIRMENT



## ALCOHOL INVOLVEMENT

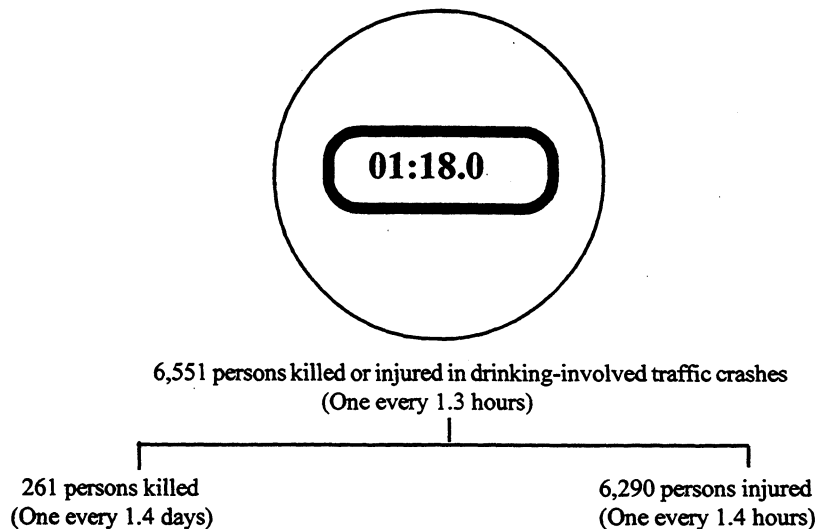
Alcohol contributes substantially to traffic crashes on Missouri's roads, especially those resulting in death or personal injury. In 2000, 193,778 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 25.7% involved someone being injured. During the same time period, there were 8,417 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In these incidents, 2.6% resulted in at least one death; 47.9% resulted in a personal injury.

### 2000 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



In 2000, 261 persons were killed in the 8,417 alcohol-involved traffic crashes; 6,290 persons were injured in these incidents -- one person was killed every 1.4 days and one injured every 1.4 hours. It also must be recognized alcohol intoxication is being under-reported as a contributing factor in traffic crashes. As a result, it is an even greater traffic safety problem than these statistics would indicate.

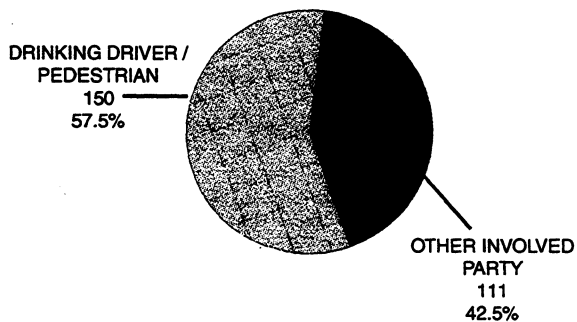
### MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 2000



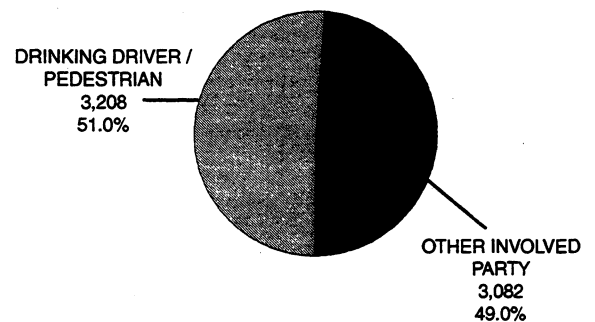
Some contend that those drinking and driving are simply hurting and killing themselves. Although a large number of persons being killed/injured in alcohol-involved traffic crashes are the drinking drivers, a substantial number of persons dying and being injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 261 persons killed in alcohol-involved traffic crashes, 57.5% were the intoxicated driver/pedestrian, but 42.5% were some other involved party. Of the 6,290 injured, 51.0% were the intoxicated drivers/pedestrians while 49.0% were other persons in the incidents.

### 2000 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (Person Involvement)

**PERSONS KILLED**



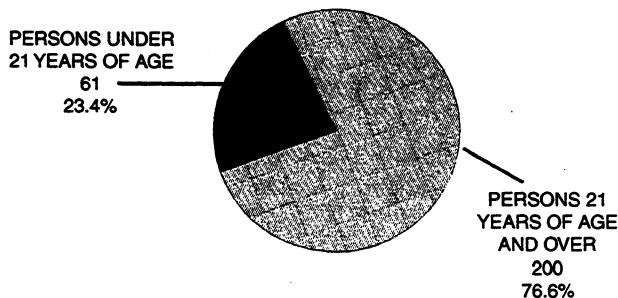
**PERSONS INJURED**



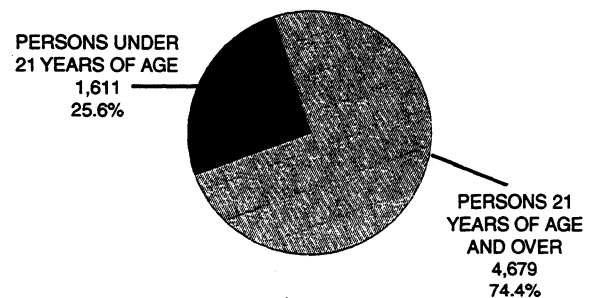
Alcohol-related traffic crashes are having an adverse impact on youth in the State of Missouri. Of the 261 persons who died in 2000 Missouri alcohol-involved traffic crashes, 23.4% were under the age of 21. Of the 6,290 who were injured in these incidents, 25.6% were young persons.

### 2000 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES (by Age)

**PERSONS KILLED**

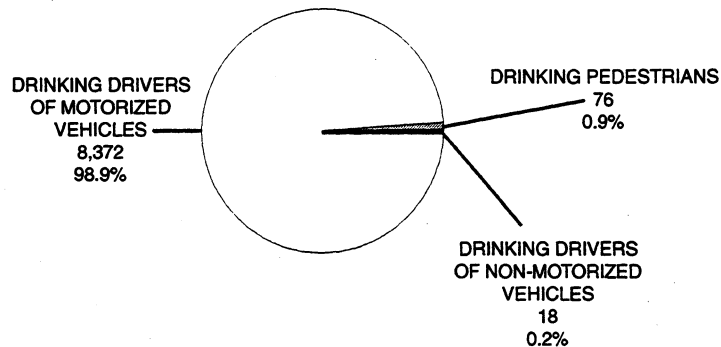


**PERSONS INJURED**



To address Missouri's alcohol-involved traffic crash problem, it is important to understand whose intoxicated condition contributed to the cause of the incident. There were 8,466 intoxicated drivers/pedestrians involved in the 8,417 Missouri traffic crashes in 2000. The vast majority were drivers of motorized vehicles (98.9%); pedestrians made up 0.9%; and 0.2% involved some other driver.

### DRINKING IN 2000 MISSOURI TRAFFIC CRASHES (Person Category)



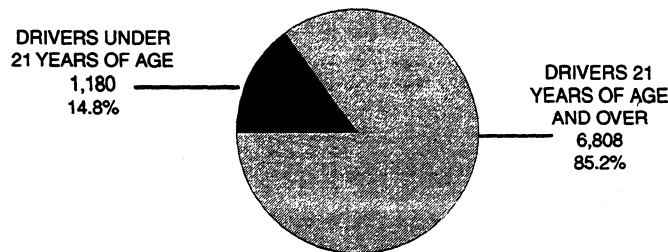
UNKNOWN DATA NOT INCLUDED

#### *Young Drinking Drivers (Under Age 21)*

Youth make up a significant proportion of drinking drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 8,372 drivers of motorized vehicles whose consumption of alcohol caused a 2000 traffic crash, 14.8% were under the age of 21 (in known cases). In other words, a drinking driver under the age of 21 caused a traffic crash in Missouri every 7.4 hours in 2000.

A total of 210 drinking drivers of motorized vehicles were involved in crashes where one or more persons were killed. Of these drivers, 17.6% were under the age of 21 (in known cases). A total of 45 persons were killed in traffic crashes involving these young drivers. *Of those persons killed, 42.2% were the underage drinking driver and 57.8% were some other party in the crash.*

### 2000 MISSOURI TRAFFIC CRASHES DRINKING DRIVERS OF MOTORIZED VEHICLES (by Age)



UNKNOWN DATA NOT INCLUDED

## ***Dead Driver Blood Test Results***

It is recognized that current law enforcement reporting practices tend to underreport alcohol and drugs as contributing factors in traffic crashes. In order to acquire a better perspective of the seriousness of this problem, a study was conducted in which blood test results of drivers killed in Missouri traffic crashes were analyzed.

When examining blood test results of drivers killed in 1997 - 1999 Missouri traffic crashes, it was found that 37.1% had been drinking to some degree and 29.8% had a blood alcohol level of 0.10 or above (legal intoxication level).

In Missouri, coroners and medical examiners are required to test for alcohol in the blood if a driver dies within eight hours of a crash. However, for drugs other than alcohol, they only test when they have some suspicion other types of drugs were involved. For those dead drivers tested for other drugs during this time period, 28.5% tested positive for one or more drugs. Of the drugs identified, 32.0% were marijuana, 16.3% were methamphetamine/amphetamine, and 9.1% were cocaine.

## ***Benchmarks***

1. To decrease total alcohol-related crashes by 2.0% annually.

<u>Year</u>	<u>Total</u>	<u>% Change</u>
1995	9310	(base year)
1996	9093	2.3% decrease
1997	8730	3.99% decrease
1998	8608	1.39% decrease
1999	8381	2.64% decrease
2000	8417	0.43% increase (very slight)

2. To maintain alcohol-related crashes caused by drivers under 21 not to exceed the current percentage of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%
1999	15.7%
2000	17.6%

## ***Performance Measures***

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria are considered: age and sex of drivers; time, date & location of occurrences; drivers versus pedestrians. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established. Where available, arrest and conviction data will be used to evaluate legislation and to determine training and equipment needs for effective enforcement, prosecution, adjudication and treatment of offenders.



## *Strategies*

### Public Information & Education

- Educate the public about the dangers of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, public service announcements, and through our website
- Incorporate drinking/driving educational programs into Missouri's school systems
- Develop statewide designated driver programs which stress alternatives to drinking and driving: CHEERS designed driver program and MDHS public information materials
- Educate alcohol servers in intervention techniques
- Provide financial and administrative support to the Gov.'s Commission on DWI & Impaired Driving
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project)
- Incorporate, if possible, recommendations made at MDHS-sponsored BAC Symposium in 2001
- Continue support for youth prevention & education programs: Team Spirit Leadership Conference, Team Spirit Reunion, Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program)
- Maintain updated alcohol section on MDHS website; revise & reprint alcohol educational materials as needed; expand partnerships to encourage their use of these materials in their publications
- Incorporate campaigns/materials to reach special target groups (drivers < 21 years, 21-34 year olds, minorities)
- Participate in interagency meetings and committees to order to share ideas, avoid duplication of efforts, and maximize resources

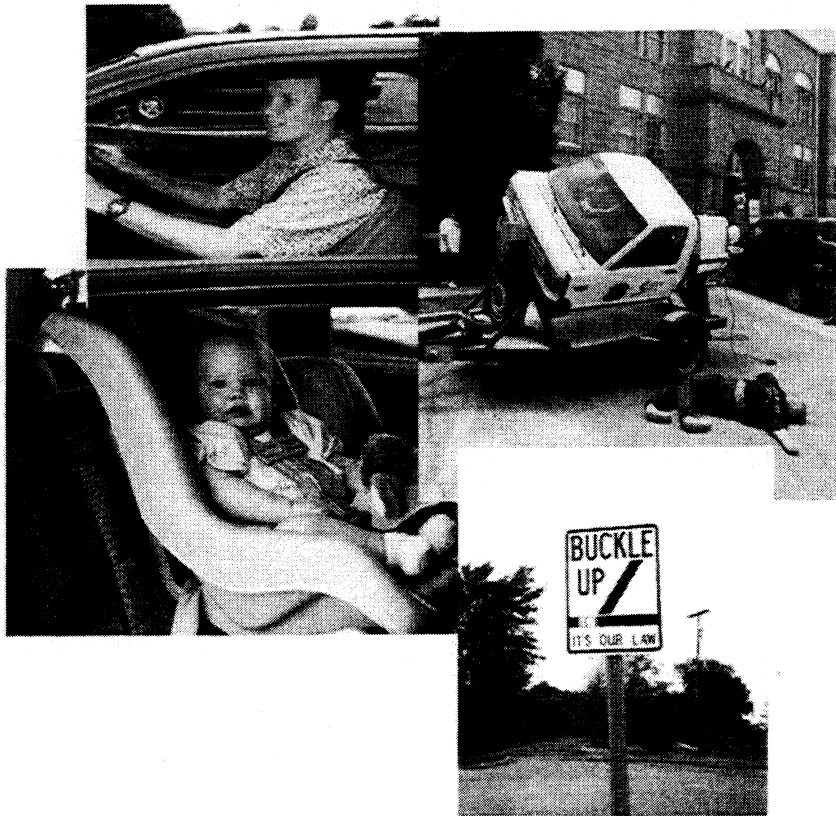
### Enforcement

- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath testing equipment, video cameras, & sobriety checkpoint supplies including signs, cones, flares, lights, generators, vests)
- Provide training on detection and apprehension of impaired drivers including field sobriety testing, courtroom testimony, and DWI crash investigation techniques
- Provide funding for alcohol saturation enforcement teams, sobriety checkpoints, and overtime for Breath Alcohol Testing (BAT) van operations
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, Cops in Shops, selective enforcement, and multi-jurisdiction enforcement teams)
- Incorporate, where possible, recommendations made by the DWI assessment team (1999 project) including evaluation, modification, replacement of existing DWI tracking software programs in order to establish an integrated system linking the local law enforcement MOTIS systems, the Department of Revenue, MoDOT, Highway Patrol, and Office of the State Courts Administrator.
- Incorporate, if possible, recommendations made at the BAC Testing Symposium in 2001
- Increase consistency in enforcement efforts statewide through law enforcement public awareness campaigns & multijurisdiction enforcement efforts

### Prosecution/Adjudication

- Verify the integrity of breath testing simulator solution so that cases are not compromised in court-- Department of Health project
- Repair, calibrate, certify breath test instruments in order to improve reliability of the instruments; also reassign units as needed--CMSU Breath Laboratory
- Train judges and prosecutors on local/national DWI issues--Judicial Conference through Office of the State Courts Administrator; Project through Missouri Office of Prosecutor Services to develop and disseminate a Prosecutors' Guidebook
- Provide equipment & training to enhance ability to track DWI offenders and improve turnaround time on breath test results (breath testing equipment to include gas chromatographs; Ignition Interlock training tapes)

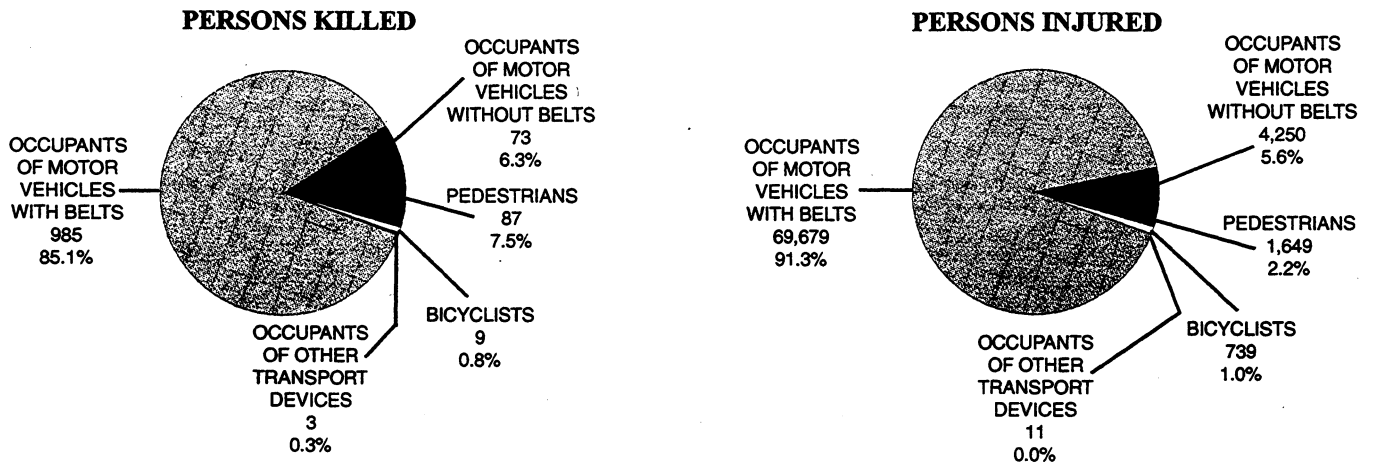
## SECTION VI OCCUPANT PROTECTION



## OCCUPANT PROTECTION

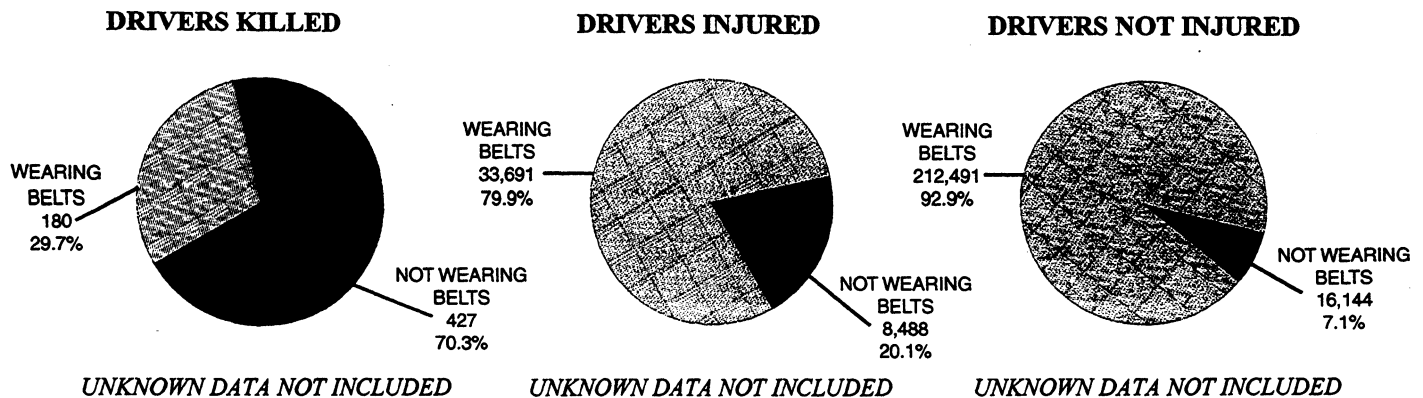
It is well recognized one of the best ways to protect oneself from death and injury when traveling in a motor vehicle is to wear seat belts and, for the very young person, it is to place them in a child safety seat. For a numbers of years, motor vehicle manufacturers have been required to install seat belts in their vehicles. As a result, the majority of motor vehicles on Missouri roadways have these types of safety devices installed. When examining persons killed and injured in Missouri traffic crashes, the vast majority had seat belt devices available for use. In 2000, 1,157 persons were killed in traffic crashes. Of these, 85.1% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 76,328 persons injured in 2000, 91.3% were driving or riding in vehicles having seat belts.

### 2000 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed in 2000 Missouri traffic crashes were not wearing seat belts compared to those injured and not injured. Of those dead drivers whose seat belt usage was known, 70.3% were not buckled up. Of those injured, 20.1% were not belted, and of those not injured, only 7.1% were not wearing a seat belt.

### 2000 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

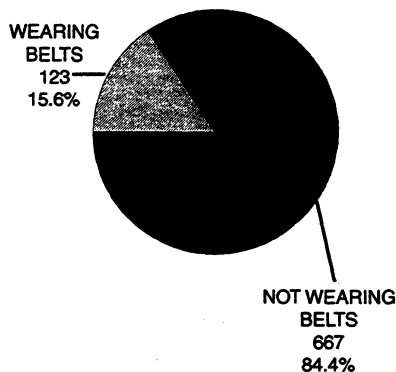


## EJECTIONS

The possibility of death and injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those drivers totally ejected from a vehicle in 2000 Missouri traffic crashes, 84.4% were not wearing seat belts in known cases and of those partially ejected, 61.5% were not belted. Of the drivers not ejected from their vehicles, only 9.1% were not wearing their safety restraint device.

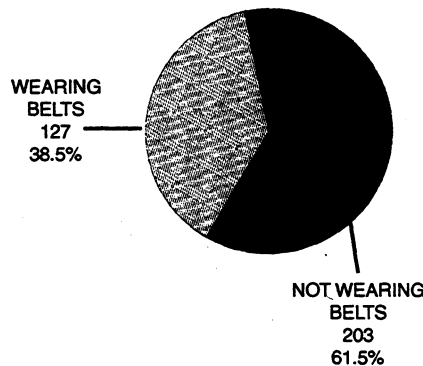
### 2000 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

**DRIVERS TOTALLY EJECTED**



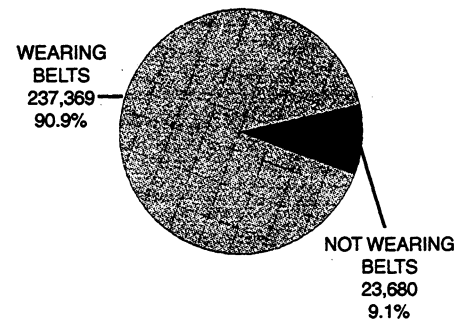
UNKNOWN DATA NOT INCLUDED

**DRIVERS PARTIALLY EJECTED**



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**DRIVERS NOT EJECTED**



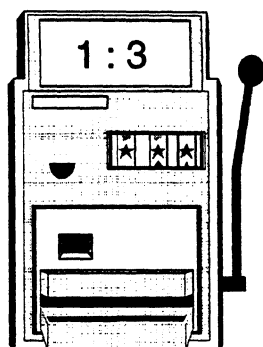
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## INCREASE YOUR ODDS

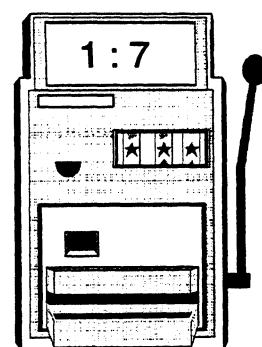
Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in 2000 Missouri traffic crashes, 1 in 3 were injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more dramatic. A driver involved in a 2000 Missouri traffic crash had a 1 in 59 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,369.

### 2000 MISSOURI TRAFFIC CRASHES CHANCE OF DRIVER BEING INJURED

**NOT WEARING SEAT BELT**

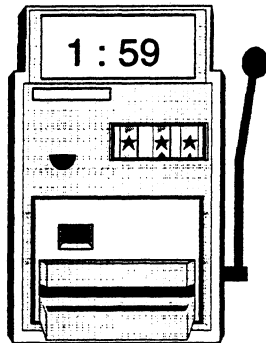


**WEARING SEAT BELT**

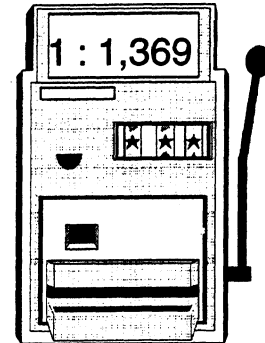


## CHANCE OF DRIVER BEING KILLED

### NOT WEARING SEAT BELTS



### WEARING SEAT BELTS

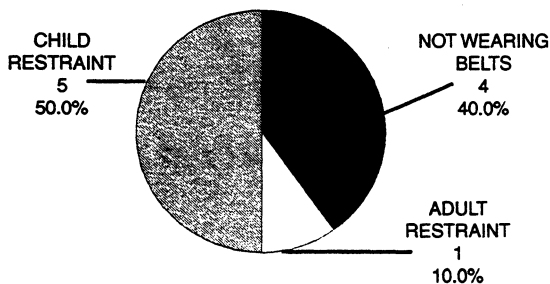


## CHILD SAFETY SEATS

From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 2000, 10 children under the age of 4 were killed in a motor vehicle. In known cases, 40.0% were not using any type of restraint device. There were 1,100 children under 4 injured as occupants in motor vehicles in 2000. In known cases, 12.9% were not using any type of restraint device and 21.4% were in an adult seat belt.

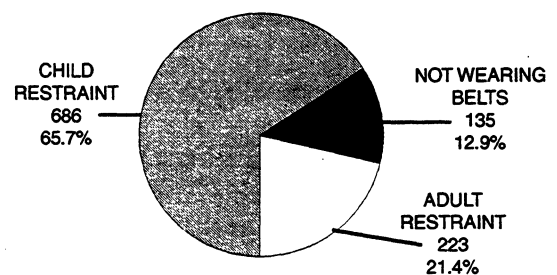
## 2000 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE – CHILDREN UNDER AGE 4

### CHILDREN UNDER AGE 4 – KILLED



UNKNOWN DATA NOT INCLUDED

### CHILDREN UNDER AGE 4 – INJURED

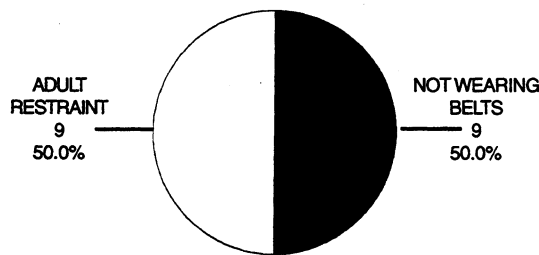


UNKNOWN DATA NOT INCLUDED

While Missouri law requires children under the age of 4 to be in an occupant restraint, children 4 - 8 years of age must be belted in, but are not required to be placed in a child restraint. Studies have shown children in this age group are much safer when protected by a booster seat. In 2000, 21 children 4 - 8 years of age were killed in a motor vehicle. In known cases, 50.0% were not using any type of restraint device. Another 1,865 children within this age group were injured as occupants in motor vehicles in 2000. In known cases, 20.0% were not using any type of restraint device, 5.3% were using a child restraint, and 74.7% were in a seat belt.

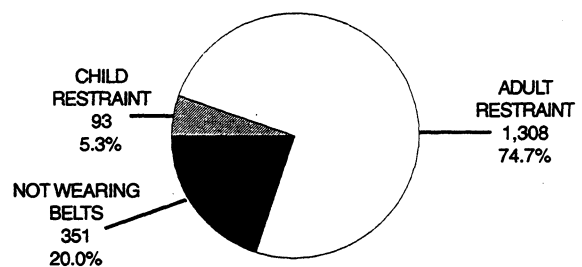
## 2000 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE – CHILDREN 4 - 8 YEARS OF AGE

**CHILDREN 4-8 YEARS OF AGE – KILLED**



UNKNOWN DATA NOT INCLUDED

**CHILDREN 4-8 YEARS OF AGE – INJURED**



UNKNOWN DATA NOT INCLUDED

### ***Seat Belt Surveys***

In past years, safety belt surveys were performed in Missouri by the State Highway Patrol (predominately on Interstates and major highways) and also by local law enforcement agencies (predominantly within city limits and often in the more rural, smaller communities). Surveys performed by the Patrol indicated an average usage rate of 62% while surveys from the local communities showed an average usage rate of 52%. Surveys by Missouri's SAFE KIDS Coalitions have indicated that misuse of child safety seats remains a large problem--a staggering 80% of the seats were noted as being improperly used/installed. The National Highway Traffic Safety Administration (NHTSA) developed criteria for probability based seat belt surveys. In 1998, utilizing this criteria, Missouri was able to conduct the first NHTSA-approved statewide observational seat belt use survey.

### ***Benchmarks***

1. Conduct observational seat belt survey in September in order to establish statewide usage rate
2. Increase seat belt use rate to 70% (2000=67.72%, 1999=60.8%, 1998=60.4%)
3. Produce materials that educate the public on the importance of: wearing seat belts all the time; using correctly-installed child safety seats; and occupant protection laws
4. Conduct observational child safety seat survey in June in order to establish usage rate
5. Establish a base of certified child safety seat technicians and instructors to show/teach proper installation of child safety seat; going into the 1999 training year, Missouri had 4 Certified Child Passenger Safety (CPS) Instructors and 11 Certified CPS Technicians while currently there are approximately 210 technicians and 23 instructors. We will strive to teach an additional 100 technicians and certify 6 new instructors
6. 100% correct use of child safety seats by parents/caregivers upon exiting checkups/fitting stations
7. Provide child safety seats to low income families on an as-needed basis

### ***Performance Measures***

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state by the Missouri Division of Highway Safety. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

### ***Strategies***

- Conduct NHTSA-approved statewide seat belt surveys annually in October:
  - 1 Observational safety belt usage survey data will be collected from locations representative of the top 85 percent of the state's population. The observational data collected will be in compliance with guidelines in accordance with those recommended by the federal Intermodal Surface Transportation Efficiency Act
  - 2 Counties will be divided into two groups--7 urban counties (50,000+ population) and 13 rural counties (<50,000 population)--for a total of 20 counties, as required by NHTSA guidelines. A Missouri Department of Transportation road segments database is used to randomly select the sampling locations for each of the 20 counties.
  - 3 Data collectors (observers) will be used to record usage/non-usage of safety belts by drivers and outboard front seat passengers of: passenger vehicles; vans; sport utility vehicles; and pickup trucks. Observation periods will be 40 minutes and conducted on each day of the week between the hours of 8:00 a.m. and 5:00 p.m.
- Conduct Standardized Child Passenger Safety technical training programs to increase number of certified technicians and instructors
- Conduct seat belt checkpoints, child safety seat checkup events, and educational programs through local law enforcement agencies, Safe Communities, and safety organizations such as SAFE KIDS
- Distribute child safety seats through Missouri State Highway Patrol troops on an as-needed basis to low income families
- Establish child safety seat Fitting Stations in inner-city St. Louis and Kansas City to specifically target minority and low income families
- Conduct observational child safety seat survey annually in June using the same 20 counties that were randomly selected for the statewide safety belt survey
- Conduct 3 Selective Traffic Enforcement Programs (STEP Waves) with state patrol and 35 local law enforcement agencies which will be augmented with collateral public information/awareness efforts such as press releases, observational surveys, and educational programs
- Enhance media efforts through billboard campaigns, radio/tv psa's, print advertisements, development of an educational video presentation, and inclusion of information on websites



## SECTION VII

### Public Information/Education



## **PUBLIC INFORMATION & EDUCATION**

It is alarming to realize that traffic crashes have become an accepted part of our mobile society--people think they are good drivers, they become complacent, and they don't tend to think a crash will happen to them. The Division needs highly visible traffic safety campaigns, coupled with strong enforcement efforts when possible, in order to heighten awareness and ultimately change attitudes and behaviors. Differing messages must be developed to reach varied target audiences.

### ***Benchmarks***

1. Heighten awareness and positively impact target audiences concerning traffic safety including drinking and driving, aggressive driving, speeding, and obeying traffic laws
2. Heighten awareness regarding the importance of wearing safety belts, utilizing child safety seats, and installing child safety seats correctly
3. Heighten awareness regarding safety issues related to commercial motor vehicles sharing the roads with other traffic (include Commercial Motor Vehicle Safety information in exhibits and presentations where appropriate )

### ***Performance Measures***

Monitor advertising campaigns by following exposure of our messages and size of the audience reached

Track crash statistics relating to target audiences

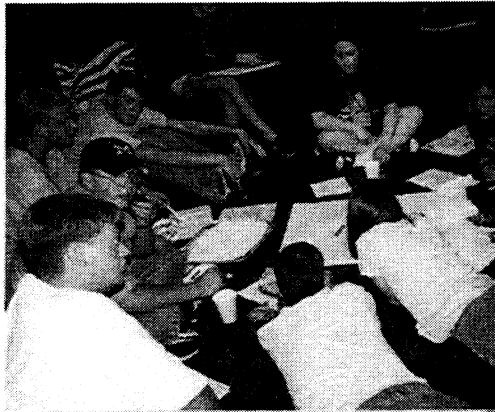
Monitor seat belt use rate and child safety seat use

Track number of presentations given; number of exhibits & audiences reached; acceptance of and participation in campaigns by the motoring public, partners, and sponsors; public services announcements; amount of traffic safety materials distributed annually

### ***Strategies***

- Publicize the services and resources of the Division to the general public
- Utilize focus groups to provide input on traffic safety issues affecting their target population
- Develop and promote traffic safety campaigns and materials designed to reach target audiences (i.e., minorities, high risk drivers, parents, etc.)
- Develop strategies to work with partners--both traditional and nontraditional--in order to reach wider audiences and maximize resources
- Promote safety awareness campaigns between the Highway Safety and MCSAP programs and assist MCSAP in developing promotional materials and press releases as needed
- Update website to keep information current and easily accessible
- Develop network of partners (businesses, not-for-profit organizations, state and federal agencies) that will assist in securing resources such as donated/paid advertising, creative design, in-kind services, and technical assistance/support services
- Develop and disseminate promotional/educational materials and press releases
- Organize and/or participate in press events including press conferences, media interviews, & campaign kickoffs
- Give presentations and provide training to community groups, schools, and others as requested
- Serve on committees/boards in order to broaden opportunities to promote traffic safety issues

## SECTION VIII HIGH RISK DRIVERS



## HIGH RISK DRIVERS

We have chosen to address two categories of high risk drivers within this HSP. They are Young Drivers and Motorcyclists. Problems indigenous to these drivers are identified herein.

### *I. Young Drivers*

Young drivers (under age 21) are overrepresented in traffic crashes (31.6%) in proportion to the number of licensed drivers under 21 (10.4%). This is especially true in relation to fatal crashes--25.8% of those involved young drivers. Three factors work together to make this time so deadly for young drivers:

- Inexperience
- Risk-taking behavior and immaturity
- Greater risk exposure

Inexperience: All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience all are needed to properly make the many continuous decisions, small and large, that add up to safe driving.

Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, drinking and driving, and not using a seat belt. Peer pressure also often encourages risk taking.

Greater risk exposure: Young drivers often drive at night with other friends in the vehicle, factors that increase crash risk.

Young drivers are different from other drivers and their crash experience is different. Compared to other drivers, a higher proportion of teens are responsible for their fatal crashes because of their driving errors:

- A larger percentage of fatal crashes involving young drivers are single-vehicle crashes compared to those involving other drivers. In this type of fatal crash, the vehicle usually leaves the road and overturns or hits a roadside object such as a tree or a pole.
- In general, a smaller percentage of young drivers wear their seat belts compared to other drivers.
- A larger proportion of young driver fatal crashes involve speeding or going too fast for road conditions compared to other drivers.
- More young driver fatal crashes occur when passengers--usually other teenagers--are in the car than do crashes involving other drivers.

### *II. Motorcyclists*

Motorcyclists, although not involved in a large percentage of crashes, are more often involved in crashes involving death or serious injury. In most instances, those riding on the motorcycle (drivers and passengers) are the people who are killed or injured.

One of the main reasons motorcyclists are killed in crashes is because the motorcycle itself provides virtually no protection in a crash. An automobile has more weight and bulk than a motorcycle. The automobile's door beams and roof provide some measure of protection from impact or rollover, plus it has cushioning and airbags to soften impact and safety belts to hold passengers in their seats. An automobile has more stability because it's on four wheels, and because of its size, it is easier to see. Motorcyclists must learn to safely and skillfully operate a motorcycle with an emphasis on defensive driving--learning to anticipate what might happen. They also need to understand the limitations of their cycle and to learn the skills of operating with a passenger.

## ***Benchmarks***

1. To decrease total young driver-related crashes by 2.0% annually. (Note: This is an ambitious benchmark since the percentage of licensed drivers <21 has increased at a greater rate in the past five years than the percentage of <21 drivers involved in all crashes throughout the state).

<u>Year</u>	<u>Licensed drivers &lt;21</u> <u>% of all licensed drivers</u>	<u>% of All Crashes</u> <u>Involving &lt;21 drivers</u>	<u>% of Fatal Crashes</u> <u>Involving &lt;21 drivers</u>
1995	7.9%	30.3%	24.0%
1996	8.1%	30.3%	23.2%
1997	9.4%	30.5%	22.4%
1998	10.0%	31.1%	23.0%
1999	10.3%	31.6%	24.5%
2000	10.4%	31.6%	17.6%

2. To decrease alcohol-related crashes caused by drivers under 21 not to exceed the current percentage of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%
1998	19.5%
1999	15.7%
2000	17.6%

3. Provide motorcycle rider training to 2,000 riders; reach 12,000 people statewide with materials relevant to motorcycle safety

## ***Performance Measures***

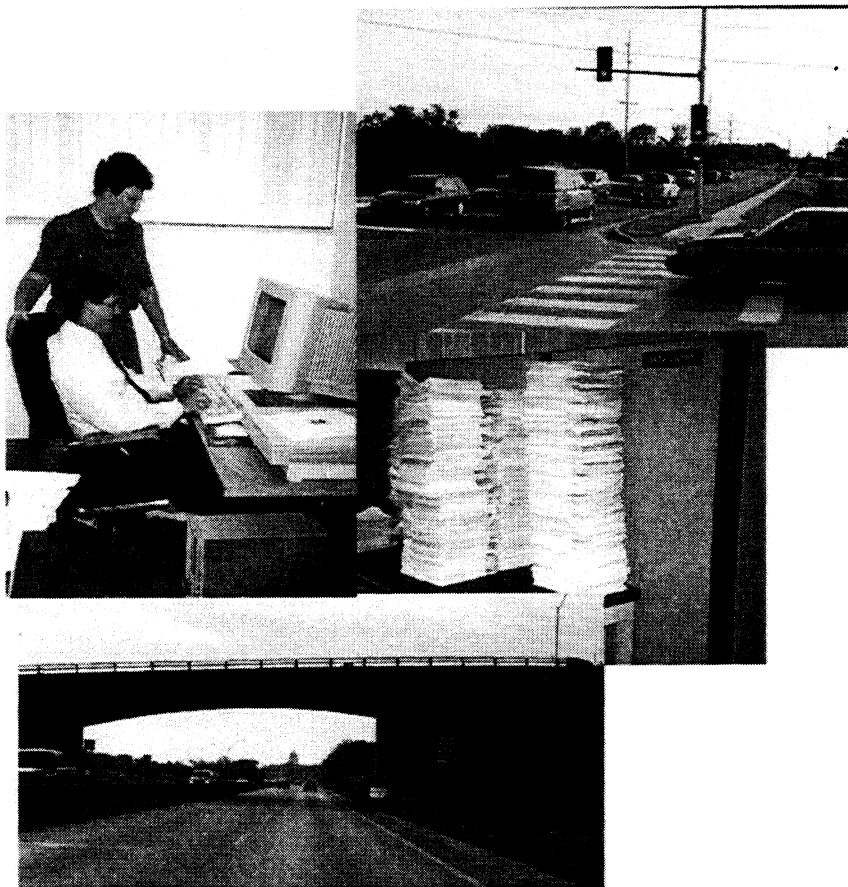
Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. We will monitor crashes involving drivers within the age group affected by Missouri's graduated drivers licensing law which became effective January 1, 2001. Increases/decreases in the percentage of licensed high risk drivers will also be monitored. The Division will verify that motorcycle training guidelines are promulgated and kept current in the State Rules and Regulations.

## ***Strategies***

- Incorporate educational programs into Missouri's school systems: *Fuel for Your Head* CD Rom; *Every 15 Minutes* alcohol awareness program; DWI docudramas
- Continue statewide distribution of *Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive* through Department of Revenue fee & branch offices
- Continue support for youth prevention & education programs: Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assemblies; Young Traffic Offenders Program)
- Maintain sections on high risk drivers within the MDHS website; produce, revise, reprint, and distribute educational materials on drivers within these profiles
- Include information on the GDL law in MDHS materials, on the website and within presentations
- Provide funding to support the Motorcycle Rider Education program at the Missouri Safety Center
- Participate in statewide Motorcycle Safety Program Advisory Committee
- Provide funding for projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, Cops in Shops, selective enforcement, and multi-jurisdiction enforcement teams)

## **SECTION IX**

# **ENGINEERING SERVICES**



## ENGINEERING SERVICES & DATA COLLECTION

Other areas which are vital to an effective and efficient traffic safety program are data collection and engineering services.

### ***STARS Maintenance & Traffic Safety Compendium***

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document that supports this data-driven program, is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data.

### ***Local Community Traffic Assistance***

Small communities often lack the fiscal and personnel resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

- ***Traffic Signing Projects***

Since uniform, consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

- ***Bridge and Traffic Engineering Assistance Programs***

Technical expertise is also provided to cities/counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Division of Highway Safety allocates funding, through the Missouri Department of Transportation, for two consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

### ***Training***

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences funded through MO Department of Transportation.

A 3-day instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. It is anticipated 4 of these programs will be offered statewide. Participants will receive training on pinpointing typical traffic problems, roadway and/or signing defects, and identifying solutions for high-crash locations.

### ***Missouri Traffic Information System (MOTIS)***

This computerized system for collection and comprehensive management of traffic data, provides on-line information concerning traffic activities and needs for local law enforcement agencies. MOTIS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports.

### ***Benchmarks***

1. Production of the annual Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public
2. Provide assistance to approximately 40 local communities for traffic and bridge engineering
3. Provide assistance to small communities to upgrade and/or replace their traffic signs
4. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be dependent upon conference costs based on location and travel constraints)
5. Rewrite MOTIS software program to be more equivalent to the STARS report form

### ***Performance Measures***

Continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Evaluate crash statistics by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

### ***Strategies***

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency, provide equipment to support STARS maintenance
- Utilize statistics to produce the annual Traffic Safety Compendium to assist the Division of Highway Safety and local communities in developing problem identification
- Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide expertise and funding to assure local communities are in compliance with uniform traffic signs requirements
- Provide training to assure state and local engineers are kept abreast of current technology
- Finalize Windows upgrade on MOTIS software; explore strategies for programming improvements which would make MOTIS more compatible with the STARS report form and which would allow for electronic reporting by local agencies
- Implement, where possible, recommendations of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes



**SECTION X**  
**FY 2002 PROJECTS & BUDGET**



# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		<b>PLANNING AND ADMINISTRATION</b>	\$ 150,000.00	\$ -	\$ 150,000.00	\$ -	\$ -
02-PA-01	MDHS	Coordination (Internal Administration) P&A	\$ 150,000.00		\$ 150,000.00		
		<b>POLICE TRAFFIC SERVICES</b>	\$ 2,823,587.12	\$ 862,630.32	\$ 1,769,625.36	\$ -	\$ 161,331.44
02-PT-02-1	MDHS	Coordination (Program Management) PTS	\$ 115,000.00		\$ 115,000.00		
02-PT-02-12	MDHS	Operation Lifesavers - Economic Development	\$ 10,000.00		\$ 10,000.00		
02-157-02-1	MDHS	In-House Contract Facilitator Training	\$ 20,000.00	\$ 20,000.00			
02-PT-02-14	MDHS	National/Regional Highway Safety Workshops	\$ 90,000.00		\$ 90,000.00		
02-PT-02-15	MDHS	Equipment Upgrade	\$ 20,000.00		\$ 20,000.00		
02-PT-02-7	MDHS	NAGHSR 2002 Conference	\$ 50,000.00		\$ 50,000.00		
02-PT-02-8	MDHS	Bicycle/Pedestrian - Educational Materials, Printing, Helmets, Misc. Expenses	\$ 5,000.00		\$ 5,000.00		
02-PT-02-16	MDHS	REJIS Database & Website Development	\$ 35,000.00		\$ 35,000.00		
02-PT-02-17	MDHS	REJIS	\$ 100,000.00		\$ 100,000.00		
02-PT-02-18	Missouri State Water Patrol	Training for Local Driving Courses \$ 30000	\$ 30,000.00				
02-PT-02-3	Missouri State Highway Patrol	Law Enforcement Training	\$ 165,000.00		\$ 165,000.00		
		Basic Acc. Investigation \$ 18600					
		Advance Acc. Invest. \$ 19530					
		Advance Acc. Reconstruction \$ 11160					
		Accident Reconstruction \$ 15624					
		Accident Reconstruction Retraining \$ 1860					
		BAC Type II \$ 8928					
		BAC Type III \$ 4960					
		Computer Accident Diagramming \$ 37200					
		Commerical Vehicle Accident Invest. \$ 5952					
		DWI Drug & Alchol Enforcement \$ 6200					
		EVOC Instructor \$ 3534					
		EVOC Training \$ 11780					
		Radar Instructor \$ 3100					
		SFST Instructor \$ 4364					
		Instructor Development Support \$ 10000					
		Educational/Equipment Supplies & Instructional Materials \$ 2208					
02-PT-02-19	Missouri State Highway Patrol	Aircraft Enforcement	\$ 65,000.00		\$ 65,000.00		
		2000 Aircraft Hours \$ 50000					
		Manpower (OT) \$ 15000					
02-PT-02-20	Missouri State Highway Patrol	Skill Enhancement	\$ 21,500.00		\$ 21,500.00		

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		CARE \$ 7500					
		LETSAC \$ 2000					
		IACP/Annual \$ 2500					
		IACP/Highway Safety Meeting \$ 1000					
		MCIU \$ 2500					
		USEOW \$ 6000					
02-PT-02-21	Missouri State Highway Patrol	Public Information and Education	\$ 10,000.00		\$ 10,000.00		
		Stop the Knock Promotional Items \$ 3000					
		Billboards \$ 5000					
		50000 Brochures \$ 2000					
02-157-02-2	Missouri State Highway Patrol	STEP HMV	\$ 59,428.00	\$ 59,428.00			
02-PT-02-6	Missouri Southern State College Law Enforcement Training Academy	Law Enforcement Training	\$ 24,000.00		\$ 24,000.00		
		2 Vehicle Search & Seizure \$ 6000					
		2 High Risk Vehicle Stops \$ 6000					
		2 Beyond the Ticket \$ 6000					
		2 Motor Vehicle Law \$ 6000					
02-PT-02-22	Missouri Western State College Law Enforcement Training Academy	Law Enforcement Training	\$ 2,400.00		\$ 2,400.00		
		40 Officers Hazardous Materials Awareness for Traffic Officers \$ 2400					
02-PT-02-4	CMSU Missouri Safety Center	Traffic Law Enforcement Training Program	\$ 53,700.00		\$ 51,300.00		
02-PT-02-4		1 Crash Investigation I \$ 5600					
02-PT-02-4		1 Crash Investigation II \$ 5600					
02-PT-02-4		1 Crash Investigation III \$ 5600					
02-PT-02-4		1 Crash Investigation IV \$ 5600					
02-PT-02-4		1 Crash Investigation V \$ 5600					
02-PT-02-4		1 Crash Investigation VI \$ 5600					
02-PT-02-4		Reconstruction Prep \$ 3700					
02-PT-02-4		Reconstruction \$ 12000					
02-PT-02-4		Search & Seizure for Traffic Officers \$ 2000					
02-J7-03-1		DWI/Traffic Law update \$1300					\$ 1,300.00
02-J7-03-1		2 Drugs that Impair Driving \$ 1100					\$ 1,100.00
01-PT-02-5	CMSU Missouri Safety Center	Ride Safe Missouri	\$ 25,085.00		\$ 25,085.00		
		Professional Staff at One Third \$ 16835					
		Curriculum & Support Materials \$ 2500					
		Statewide Update Training (instructors) \$ 3000					

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			410
				157	402	402 YA	
		Staff Attendance to MSF Training \$ 2000					
		Required Monitoring of Program \$ 500					
		General Operations/Materials \$ 250					
02-PT-02-13	MDHS	Special Traffic Enforcement Statewide (STEP)	\$ 30,000.00		\$ 30,000.00		
02-PT-02-22	MDHS	LETSAC Advisory Council Support	\$ 30,000.00		\$ 30,000.00		
02-PT-02-9	MDHS	Printing, Posting, Photography, Misc. Expenses	\$ 170,000.00		\$ 170,000.00		
02-PT-02-10	MDHS	Public Information and Education	\$ 76,750.00		\$ 76,750.00		
02-PT-02-11	MDHS	Public Relations Firm	\$ 135,000.00		\$ 135,000.00		
		<b>ENFORCEMENT PROJECTS</b>					
02-PT-02-23	Arnold PD	HMV (OT) \$ 3000	\$ 3,000.00		\$ 3,000.00		
02-PT-02-24	Ballwin PD	HMV (OT) \$ 7365	\$ 7,365.00		\$ 7,365.00		
02-PT-02-25	Bellefontaine Neighbors PD	HMV (OT) \$ 6721.92	\$ 6,721.92		\$ 6,721.92		
02-PT-02-26	Belton PD	HMV (OT) \$ 2400	\$ 9,500.00		\$ 9,500.00		
		Occupant Protection (OT) \$ 800					
		Speed (OT) \$ 2400					
		Speed Equipment					
		1 Hand Held Radar \$ 500					
		1 Moving Radar \$ 2000					
		Educational (OT) \$ 400					
		Educational Equipment - Ice Scrapers \$ 1000					
02-PT-02-27	Blue Springs PD	HMV (OT) \$ 3000	\$ 6,000.00		\$ 6,000.00		
		Occupant Protection (OT) \$ 3000					
02-PT-02-28	Boone County SD	HMV (OT) \$ 8532.48	\$ 9,332.48		\$ 9,332.48		
		HMV Equipment - 1 Radar \$ 800					
02-PT-02-29	Brentwood PD	HMV (OT) \$ 7670.4	\$ 8,670.40		\$ 8,670.40		
		Equipment - 1 Radar \$ 1000					
02-PT-02-30	Bridgeton PD	Red Light Running (OT) \$ 3312	\$ 10,280.00		\$ 10,280.00		
		Speed (OT) \$ 2484					
		Speed Equipment - 2 Radars \$ 2000			\$ -		
		HMV (OT) \$ 2484					
02-PT-02-31	Cass County SD	HMV (OT) \$ 8148.48	\$ 8,148.48		\$ 8,148.48		
02-PT-02-32	Cass County STEP Program	HMV (OT) \$ 16000	\$ 18,000.00		\$ 18,000.00		
		Occupant Protection (OT) \$ 2000					
02-PT-02-33	Chesterfield PD	Workforce Safety - 1 Officer \$ 22965	\$ 27,035.00		\$ 27,035.00		
		Workforce Safety - Travel Training \$ 620					
		Workforce Safety - Incentives \$ 3200					
		Workforce Safety - Videos \$ 100					
		Workforce Safety - Printing & Postage \$ 100					
		Workforce Safety - Office Supplies \$ 50					
02-PT-02-34	Chillicothe PD	HMV (OT) \$ 2000	\$ 2,000.00		\$ 2,000.00		
02-PT-02-35	Claycomo PD	HMV (OT) \$ 2500	\$ 2,500.00		\$ 2,500.00		
02-PT-02-36	Cole County SD	HMV & Speed 1 FTE Officer \$ 27111	\$ 28,081.00		\$ 28,081.00		

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		1 Radar \$ 970					
02-PT-02-37	Clay County SD	HMV (OT) \$ 4400	\$ 22,136.00		\$ 22,136.00		
		Speed (OT) \$ 4400					
		Red Light Running (OT) \$ 1760					
		Construction Zone Enforcement (OT) \$ 1760					
		Educational (OT) \$ 2816					
		Equipment \$					
		2 Radars \$ 5000					
		Traffic Safety Brochure \$ 2000					
02-PT-02-38	Creve Coeur PD	Work-Zone Enforcement 1 FTE Officer (2 years) \$ 27500	\$ 43,200.00		\$ 43,200.00		
		Work-Zone Enforcement Equipment - 1 Fully Equipped Vehicle \$ 15700					
01-J7-03-2	DeSoto PD	DWI (OT) \$ 3200	\$ 4,200.00				\$ 4,200.00
		DWI Equipment - 1 Video Camera \$ 1000					
02-PT-02-39	Eureka PD	Speed (OT) \$ 8455.68	\$ 12,569.60		\$ 12,569.60		
		Speed Equipment - 1 Speedgun \$ 2000					
		HMV (OT) \$ 2113.92					
02-PT-02-40	Farmington PD	HMV (OT) \$ 15048	\$ 16,098.00		\$ 16,098.00		
		HMV Equipment - 1 Radar \$ 1050					
02-PT-02-41	Ferguson PD	HMV (OT) \$ 6299.52	\$ 6,299.52		\$ 6,299.52		
02-PT-02-42	Festus PD	HMV (OT) \$ 4869.2	\$ 4,869.20		\$ 4,869.20		
02-PT-02-43	Florissant PD	HMV (OT) \$ 6721.92	\$ 16,801.92		\$ 16,801.92		
		Red Light Running (OT) \$ 10080					
02-J7-03-3	Gladstone PD	DWI (OT) \$ 5568	\$ 8,352.00				\$ 5,568.00
02-JPT-02-44	Gladstone PD	HMV (OT) \$ 2784			\$ 2,784.00		
02-PT-02-45	Glendale PD	HMV (OT), Speed (OT), Red Light Running (OT) & Occupant Protection (OT) \$ 3750	\$ 3,750.00		\$ 3,750.00		
02-J7-03-4	Grain Valley PD	DWI (OT) \$ 1094.5	\$ 1,498.36				\$ 1,498.36
		Alcohol Compliance Check (OT) \$ 403.86					
02-PT-02-46	Grandview PD	Speed Equipment - 4 Radars \$ 1000	\$ 4,000.00		\$ 4,000.00		
		Speed (OT) \$ 3000					
02-J7-03-5	Greene County SD	DWI (OT) \$ 15000	\$ 15,000.00				\$ 15,000.00
02-157-PT-3	Hannibal PD	HMV (OT) \$ 33600	\$ 33,600.00	\$ 33,600.00	\$ -		
02-PT-02-47	Hazelwood PD	HMV (OT) \$ 5000	\$ 5,000.00		\$ 5,000.00		
02-157-PT-4	Independence PD	HMV (OT) \$ 40000	\$ 56,000.00	\$ 56,000.00			
		HMV Equipment - 2 Radars \$ 2000					
		Red Light Running (OT) \$ 14000					
02-PT-02-48	Jasper County SD	HMV (OT) \$ 6720	\$ 6,720.00		\$ 6,720.00		
02-157-PT-5	Jefferson County SD	HMV (OT) & Speed (OT) \$ 35000	\$ 62,000.00	\$ 62,000.00			
		15 Radars \$ 27000					
02-PT-02-49	Joplin PD	HMV (OT) \$ 18209	\$ 20,580.00		\$ 18,209.00		
02-J7-03-6	Joplin PD	DWI (OT) \$ 2371					\$ 2,371.00

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
02-157-PT-6	Kansas City PD	HMV (OT) \$ 49536	\$ 229,072.00	\$ 229,072.00			
		Occupant Protection (OT) \$ 25000					
		Speed (OT) \$ 42624					
		Red Light Running (OT) \$ 49536					
		Safety Education (OT) \$ 9360					
		Educational Project - Rollover Demo (OT) \$ 9216					
		Educational Project - Rollover Demo Pamphlets \$ 1200					
		Traffic Crash Investigation Equipment					
		1 Total Measurement Station \$ 11000					
		3 Desktop Computers w/21" Monitors \$ 6000					
		8 35 mm Cameras w/flash attachment \$ 7200					
		8 Lap Top Computers \$ 18400					
02-PT-02-50	Lee's Summit PD	HMV (OT) \$ 10000	\$ 14,385.00		\$ 14,385.00		
		Occupant Protection (OT) \$ 3885					
		Occupant Protection Books & Materials \$ 500					
02-PT-02-51	Lincoln County SD	Speed (OT) \$ 3000	\$ 4,000.00		\$ 4,000.00		
		Speed Equipment - 2 Radars \$ 1000					
02-PT-02-52	Maryland Heights PD	Accident Reduction Zone 2nd Year \$ 38000	\$ 38,000.00		\$ 38,000.00		
02-J7-03-7	Mountain Grove PD	DWI (OT) \$ 2500	\$ 2,500.00				\$ 2,500.00
02-PT-02-53	Neosho PD	HMV (OT) \$ 4576	\$ 5,501.00		\$ 5,501.00		
		HMV Equipment - 1 Radar \$ 925					
02-PT-02-54	Nevada PD	HMV (OT) \$ 5112	\$ 6,577.00		\$ 6,577.00		
		HMV Equipment - 1 Radar \$ 645					
		Educational Project - 2 Crash Kits \$ 820					
02-PT-02-55	Overland PD	HMV (OT) \$ 8000	\$ 14,556.00		\$ 14,556.00		
		Speed Equipment - 1 Radar \$ 1075					
		Red Light Running (OT) \$ 4176					
		Occupant Protection (OT) \$ 1305					
02-PT-02-56	Pacific PD	Speed (OT) \$ 3000	\$ 3,000.00		\$ 3,000.00		
02-PT-02-57	Pevely PD	Speed (OT) \$ 2500	\$ 2,500.00		\$ 2,500.00		
02-PT-02-58	Pine Lawn PD	HMV (OT) \$ 2000	\$ 2,000.00		\$ 2,000.00		
02-PT-02-59	Platte City PD	Speed (OT) \$ 2000	\$ 2,000.00		\$ 2,000.00		
02-PT-02-60	Platte County SD	Traffic Officer \$ 14724	\$ 24,844.00		\$ 24,844.00		
		HMV (OT) \$ 10120					
02-PT-02-61	Pleasant Hill PD	HMV (OT) \$ 9200	\$ 9,752.00		\$ 9,752.00		
		Occupant Protection (OT) \$ 552					
02-PT-02-62	Rock Hill PD	HMV (OT) \$ 4593.6	\$ 4,593.60		\$ 4,593.60		
02-PT-02-63	Sedalia PD	HMV (OT) \$ 6000	\$ 6,000.00		\$ 6,000.00		
02-PT-02-64	Smithville PD	HMV (OT) \$ 2000	\$ 4,000.00		\$ 2,000.00		
02-J7-03-8	Smithville PD	DWI (OT) \$ 2000					\$ 2,000.00
02-PT-02-65	St. Charles County SD	Speed (OT) \$ 5329.92	\$ 5,329.92		\$ 5,329.92		
02-PT-02-66	St. Charles City PD	Speed (OT) \$ 7920	\$ 21,040.00		\$ 21,040.00		

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		HMV (OT) \$ 11800					
		Red Light Running (OT) \$ 1320					
02-PT-02-67	St. John PD	I170 Partnership (OT) \$ 8000	\$ 13,000.00		\$ 13,000.00		
		Red Light Running (OT) \$ 5000					
02-PT-02-68	St. Joseph PD	HMV (OT) \$ 9573.12	\$ 10,373.12		\$ 10,373.12		
		Educational Materials \$ 800					
02-157-02-6	St. Louis Metro PD	HMV (OT) \$ 80000	\$ 285,794.08	\$ 160,000.00			
		Speed (OT) \$ 80000					
02-J7-03-9	St. Louis Metro PD	DWI (OT) \$ 115296.48					\$ 115,296.48
		Sobriety Checkpoint (OT) \$ 10497.6					\$ 10,497.60
02-157-02-7	St. Louis County PD	Highway Safety Team (OT) \$ 189233.32	\$ 242,530.32	\$ 242,530.32			
		Highway Safety Team Equipment					
		6 Vehicle Equipment \$ 40800					
		6 Radars \$ 6000					
		1 Laser Speed Devise \$ 1997					
		1 Personal Computer \$ 1000					
		1 Laser Printer \$ 500					
		Training \$ 3000					
02-PT-02-69	St. Peters PD	HMV (OT) \$ 15000	\$ 15,000.00		\$ 15,000.00		
02-PT-02-70	Town & Country PD	HMV (OT) \$ 2304	\$ 9,916.00		\$ 9,916.00		
		Speed (OT) \$ 6912					
		Speed Equipment - 2 Radars \$ 700					
02-PT-02-71	UMC Police	HMV (OT) \$ 1960	\$ 1,960.00		\$ 1,960.00		
02-PT-02-72	Union PD	HMV (OT) \$ 8371.2	\$ 8,371.20		\$ 8,371.20		
02-PT-02-73	Washington PD	HMV (OT) \$ 3220	\$ 4,820.00		\$ 4,820.00		
		Educational Project CRASH \$ 1600					
		<b>ALCOHOL</b>	\$ 629,559.81	\$ -	\$ 348,759.81	\$ -	\$ 280,800.00
02-AL-03-1	MDHS	Coordination (Program Management) Alcohol	\$ 75,000.00		\$ 75,000.00		
02-AL-03-2	CMSU Missouri Safety Center	Statewide DWI Breath Testing Assistance Program	\$ 280,800.00				\$ 280,800.00
		Breath Lab Administrator Salary & Fringe \$ 53165					
		Breath Lab Technician Salary & Fringe \$ 32217					
		.5 Breath Lab Secretary Salary & Fringe \$ 11025					
		80 Type II Training \$ 6800					
		60 Type III Training \$ 3900					
		45 Type III Regional \$ 4500					
		80 Type II Update \$ 3040					
		Fleet Operation \$ 7800					
		Travel for Lab Staff \$ 7000					
		General Operation \$ 10000					

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		Parts & Repair Supplies \$ 123484					
		Desktop Computer \$ 0					
		Data Projector \$ 4700					
		8% Indirect Costs \$ 13169					
02-AL-03-3	UMC Project CHEERS	CHEERS Program	\$ 75,553.00		\$ 75,553.00		
		Personnel \$ 24000					
		Benefits \$ 500					
		Travel \$ 3000					
		Printing Services \$ 5000					
		Telephone Services \$ 800					
		Postage \$ 1500					
		Supplies \$ 25000					
		Computer \$ 500					
		Rental \$ 385					
		24.5% Indirect Costs \$ 14868					
02-AL-03-4	UMC THINK FIRST Program	Corporate Community Traffic Safety Program	\$ 112,204.00		\$ 112,204.00		
		Personnel \$33640					
		Travel \$6000					
		Speaker Stipends \$5000					
		Supplies, Printing, Phone \$1500					
		24.5% Indirect Cost \$11304					
02-AL-03-5	Greater Kansas City THINK FIRST						
	Program	YTOP Program	\$ 86,002.81		\$ 86,002.81		
		Coordinator Salary & Benefits \$23703.46					
		Long Distance Phone Calls \$120					
		Medical Supplies \$500					
		Letterhead, Envelopes, Pens and Paper \$2500					
		Brochures \$2500					
		Cellular Phone \$1260					
		Fax Machine & Pager \$572					
		Speakers Luncheons \$1680					
		Speaker Stipends \$7800					
		Speaker Mileage \$1530					
		Coordinator Mileage \$72,45					
		Conference for Coordinator \$1500					



# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		Conference for Speaker \$1500					
		THINK FIRST Program					
		Speaker Stipends \$24700					
		Speaker Mileage \$5500					
		Coordinator Mileage \$1650					
		Speakers Meals at Quarterly Meetings \$300					
		Student Giveaways \$1500					
		Health Fair Materials & Giveaways \$1225					
		Cellular Phone \$189					
		Letterhead & Envelopes \$1250					
		Kids Curriculum \$995					
		Speaker Shirts \$525					
		Coordinator Travel \$1583.40					
		Speakers Travel \$1050					
		Speakers Costs for Drunk Driving Simulation \$182					
		Mileage for Drunk Driving Simulations \$115.50					
		<b>410 ALCOHOL INCENTIVE FUNDS</b>	\$ 739,119.00	\$ -	\$ -	\$ -	\$ 739,119.00
02-J7-03-10	Missouri Southern State College Law Enforcement Training Academy	Training Courses	\$ 18,000.00				\$ 18,000.00
		2 SFST \$ 6000					
		2 DWI Crash Investigation \$ 6000					
		2 Sobriety Checkpoint \$ 6000					
02-J7-03-11	Missouri Western State College Law Enforcement Training Academy	Training Courses	\$ 18,800.00				\$ 18,800.00
		40 Officers Type III Breath Instrument Training (2 classes) \$ 7000					
		40 Officers SFST \$ 7000					
		40 Officers Vehicle Search & Seizure for Traffic Stops \$ 2400					
		40 Officers Recognizing the Drug Impaired Driver \$ 2400					
02-J7-03-12	Division of Liquor Control	Badges In Business	\$ 205,558.00				\$ 205,558.00
		OT \$ 83700					
		Travel Expenses \$ 6930					
		Server Training					
		OT \$ 24800					
		Travel Expenses \$ 3073					

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		Party Patrol					
		OT \$ 12400					
		Travel Expenses \$ 1260					
		JETs					
		OT \$ 18600					
		Travel Expenses \$ 1890					
		Public Relations					
		12 Age Verification Devices \$ 3540					
		Community Service - Server Training Materials					
		Newsletter & Postage \$ 4000					
		I.D. Checking Guide \$ 18000					
		ASAP Pamphlets \$ 1200					
		Promotional Items \$ 7520					
		Law Books \$ 7149					
		NLLEA Training					
		6 Airfare Tickets \$ 1689					
		Mileage \$ 567					
		6 Days of Meals \$ 900					
		6 Nights Lodging \$ 3600					
		58 Retroreflective Viewers \$ 1740					
		OJJDP Conference Expenses (4 people) \$ 3000					
02-J7-03-13	Department of Revenue	Law Enforcement Training& Judge Prosecutor Updates	\$ 20,500.00				\$ 20,500.00
		Seminars for Law Enforcement \$ 6500					
		Newsletters and Mailings to the Courts \$ 5000					
		Attorney Training and Travel Costs \$ 9000					
02-J7-03-14	Missouri Office of Prosecution Services	DWI/Vehicular Homicide \$ 20244	\$ 167,698.00				\$ 167,698.00
		Prosecutors Guide to Managing Misdemeanor Cases					
		Personnel & Fringe \$ 77476					
		Overhead of Subcontractor \$ 31858					
		Other Contractual \$ 13600					
		Travel \$ 20640					
		Supplies \$ 180					
		Other \$ 3700					
02-J7-03-15	CMSU Missouri Safety Center	Sobriety Checkpoint Supervisor Program	\$ 28,755.00				\$ 28,755.00
		75 Officers \$ 26625					

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		8% Indirect Cost \$ 2130					
02-J7-03-16	CMSU Missouri Safety Center	SFST Instructor & Basic Program	\$ 21,168.00				\$ 21,168.00
		SFST Instruction Course \$ 4400					
		4 SFST Trainings \$ 15200					
		8% Indirect Cost \$ 1568					
02-J7-03-17	MDHS	Governor's Commission on DWI and Impaired Driving	\$ 10,000.00				\$ 10,000.00
02-J7-03-18	MDHS	Coordination (Program Management) 410 Alcohol	\$ 90,000.00				\$ 90,000.00
02-J7-03-19	MDHS	Ignition Interlock Training Tapes	\$ 14,000.00				\$ 14,000.00
02-J7-03-20	MDHS	Drug Recognition Evaluation Recertification Program	\$ 5,000.00				\$ 5,000.00
02-J7-03-21	MDHS	Annual Courts Conference	\$ 25,000.00				\$ 25,000.00
02-J7-03-22	MDHS	Printing, Posting, Photography, Misc. Expenses (410)	\$ 10,000.00				\$ 10,000.00
02-J7-03-23	Missouri State Highway Patrol	DWI Saturation (OT) Show Me Safe & Sober	\$ 44,640.00				\$ 44,640.00
		Personnel and Meals \$ 44640					
02-J7-03-24	Missouri State Highway Patrol	Head Gs Chromometer \$60,000	\$ 60,000.00				\$ 60,000.00
		<b>YOUTH ALCOHOL EARMARKED FUNDS</b>	\$ 238,553.80	\$ -	\$ -	\$ 238,553.80	\$ -
01-YA-03-1	Traffic Safety Alliance of the Ozarks Team Spirit	Retreat Mileage \$ 800	\$ 40,000.00			\$ 40,000.00	
		Personnel \$ 4950					
		General Operational Costs \$ 2100					
		Staff Inservice Training \$ 1960					
		Conference Expenses \$ 26700					
		Miscellaneous \$ 3490					
02-YA-03-2	Cape Girardeau Team Spirit Team Spirit	Coordination, Adult Staff, Teen Facilitators & Logistics \$ 6500	\$ 38,875.00			\$ 38,875.00	
		Staff Leadership Training \$ 400					
		Pre-Conference Staff Meals \$ 500					
		Staff Meals & Supplies \$ 400					
		Travel \$ 1050					
		Presentors \$ 2550					
		Meals & Lodging \$ 21070					
		Meeting Rooms Rental \$ 2750					
		Conference Supplies, Equipment, Printing, & Miscellaneous Expenses \$ 2455					
		Incentives Items \$ 1200					
02-YA-03-3	MDHS	Parents Survival Guide for Young Drivers	\$ 50,000.00			\$ 50,000.00	

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
02-YA-03-4	MDHS	Youth Prevention	\$ 109,678.80			\$ 109,678.80	
		<b>OCCUPANT PROTECTION</b>	\$ 329,000.00	\$ 204,000.00	\$ 125,000.00	\$ -	\$ -
02-OP-05-1	MDHS	Coordination (Program Management) Occupant Protection	\$ 40,000.00		\$ 40,000.00		
02-157-05-8	MDHS	Car Seat Training Program	\$ 49,000.00	\$ 49,000.00			
02-OP-05-2	MDHS	Occupant Protection Educational Materials	\$ 85,000.00		\$ 85,000.00		
02-157-05-9	Central County Fire & Rescue	Safety Seat Checkup Event (OT) \$ 3600	\$ 5,000.00	\$ 5,000.00			
		Safety Seat Educational Program (OT) \$ 600					
		Safety Seat Training (OT) \$ 800					
02-157-05-10	MDHS	Advertising	\$ 150,000.00	\$ 150,000.00			
		<b>TRAFFIC RECORDS</b>	\$ 125,000.00	\$ -	\$ 125,000.00	\$ -	\$ -
02-TR-06-1	MDHS	Coordination (Program Management) Traffic Records	\$ 25,000.00		\$ 25,000.00		
02-TR-06-2	REJIS	MOTIS	\$ 100,000.00		\$ 100,000.00		
		<b>SAFE COMMUNITIES</b>	\$ 179,913.85	\$ -	\$ 179,913.85	\$ -	\$ -
02-SA-09-1	MDHS	Coordination (Program Management) Safe Communities	\$ 10,000.00		\$ 10,000.00		
02-SA-09-3	Traffic Safety Alliance of the Ozarks Safe Communities	Director Salary & Benefits \$ 18976.14	\$ 57,523.85		\$ 57,523.85		
		Asst. Director Salary & Benefits \$ 14597.71					
		Program Operations \$ 11450					
		Public Information/Education \$ 12500					
	Springfield PD	HMV (OT) \$ 15000	\$ 30,000.00		\$ 30,000.00		
		Red Light Running (OT) \$ 15000					
02-SA-09-2	Cape Girardeau Safe Communities	Coordinator Salary & Benefits \$ 16000	\$ 66,230.00		\$ 66,230.00		
		Asst. Coordinator Salary & Benefits Part-Time \$ 18500					
		Operating Expenses \$ 1660					
		Office Supplies & Equipment \$ 1200					
		Travel \$ 3000					
		CPS Training \$ 1800					
		Public Information Materials \$ 5000					
		Safety Village \$ 1500					
		Bike Smart \$ 1200					
		CPS Program \$ 2000					
		Safe Kids Program \$ 3400					

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	Funding Source			
				157	402	402 YA	410
		Safety City Program \$ 3550					
		Think First/Heads Up \$ 3420					
		ENCARE \$ 2000					
		Municipal Court Traffic Payment \$ 2000					
	Cape Girardeau PD	Occupant Protection (OT) \$ 5040	\$ 11,140.00		\$ 11,140.00		
		Speed (OT) \$ 3500					
		Red Light Running (OT) \$ 1600					
		Equipment					
		Radar Unit \$ 1000					
	Jackson PD	Speed (OT) \$ 1500	\$ 3,000.00		\$ 3,000.00		
	Cape Girardeau County SD	Speed (OT) \$ 2020	\$ 2,020.00		\$ 2,020.00		
		<b>ENGINEERING SERVICES AND DATA COLLECTION</b>	\$ 366,483.00	\$ 76,343.00	\$ 290,140.00	\$ -	\$ -
02-RS-11-1	MDHS	Coordination (Program Management) Engineering Services & Data Collection	\$ 5,000.00		\$ 5,000.00		
02-RS-11-2	MDHS	Traffic Signing Projects	\$ 20,000.00		\$ 20,000.00		
02-RS-11-3	MoDOT	Bridge & Traffic Program (BEAP & TEAP)	\$ 128,000.00		\$ 128,000.00		
02-RS-11-4	MoDOT	Training and Conferences	\$ 30,000.00		\$ 30,000.00		
02-157-RS-11	MoDOT	Comprehensive Access Management Plan	\$ 76,343.00	\$ 76,343.00			
02-RS-11-5	Missouri State Highway Patrol	STARS Maintenance	\$ 89,140.00		\$ 89,140.00		
		STARS Training \$ 7500					
		Traffic Records Committee \$ 1000					
		International Forum Traffic Records & Highway Info Systems \$ 1300					
		Misc. Conference \$ 1000					
		Microfilmer Maintenance \$ 6700					
		Microfilm Reader/Printer Maintenance \$ 1200					
		Overtime Projects \$ 25000					
		Postage \$ 7500					
		Coroners Kits \$ 3500					
		Bar Code Labels \$ 1600					
		Image Scanner Lamps \$ 2040					
		Office Supplies \$ 2000					
		Accident Templates \$ 2800					
		Accident Report Forms \$ 2400					
		Preparation Manuals \$ 800					
		Accident Notebooks \$ 22800					

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**[illegible]

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

FY 2002 154 & 164 TRANSFER FUNDS			Total			
Project #	Grantee	Problem Area and Project Countermeasure	Allocation			
		<b>Transfer Funds</b>	\$ 10,422,414.00			
02-154-AL-8	Arnold PD	Sobriety Checkpoint (OT) \$ 2940	\$ 2,940.00			
02-154-AL-9	Bellefontaine Neighbors PD	Sobriety Checkpoint (OT) \$ 3663	\$ 9,368.46			
		Sobriety Checkpoint Equipment - Tane Flashers \$ 112.5				
		DWI (OT) \$ 5592.96				
02-154-AL-10	Belton PD	Sobriety Checkpoint (OT) \$ 3250	\$ 16,250.00			
		Sobriety Checkpoint Equipment				
		1 Video Camera \$ 5000				
		1PBT \$ 500				
		DWI (OT) \$ 2000				
		DWI Equipment				
		1 Video Camera \$ 5000				
		1 PBT \$ 500				
02-154-AL-11	Blue Springs PD	DWI Equipment - 2 Video Cameras \$ 5000	\$ 8,671.50			
		Sobriety Checkpoint (OT) \$ 3671.5				
02-154-AL-12	Boone County SD	DWI (OT) \$ 2777.5	\$ 7,777.50			
		DWI Equipment - 1 Video Camera \$ 5000				
02-154-AL-13	Bridgeton PD	OJJDP (OT) Saturation Patrol \$ 6624				
		OJJDP Equipment - 2 PBTs \$ 400				
02-154-AL-14	Brookfield PD	Sobriety Checkpoint (OT) \$ 2695	\$ 2,695.00			
02-154-AL-15	Cass County STEP Program	Sobriety Checkpoint (OT) \$ 12000	\$ 12,000.00			
02-154-AL-16	Columbia PD	DWI (OT) \$ 11664	\$ 11,664.00			
02-154-AL-17	Clay County SD	DWI (OT) \$ 4400	\$ 17,568.00			
		DWI Probation & Parole Warrant Sweep (OT) \$ 3168				
		2 In-Car Video Camera \$ 10000				
02-154-AL-18	Creve Coeur PD	Sobriety Checkpoint (OT) \$ 4805	\$ 6,559.00			
		BAT Van Inter-agency Usage \$ 1754				
02-154-AL-19	Festus PD	DWI (OT) \$ 3823.2	\$ 3,823.20			
02-154-AL-20	Florissant PD	Sobriety Checkpoints (OT) \$ 4664.25	\$ 4,664.25			
02-154-AL-21	Grain Valley PD	Sobriety Checkpoint (OT) \$ 1110.9	\$ 1,110.90			
02-154-AL-22	Hazelwood PD	Sobriety Checkpoint (OT) \$ 4494.5	\$ 4,494.50			
02-154-AL-23	Independence PD	DWI (OT) \$ 42000	\$ 93,412.00			
		Youth Alcohol (OT) \$ 16800				
		Sobriety Checkpoint (OT) \$ 8820				
		Sobriety Checkpoint Equipment - 20 Strobe Flashers \$ 250				

# MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS

FY 2002 154 & 164 TRANSFER FUNDS			Total				
Project #	Grantee	Problem Area and Project Countermeasure	Allocation				
		<b>Transfer Funds</b>					
		Equipment - Gas Chromatograph \$ 25542					
02-154-AL-24	Jasper County SD	DWI (OT) \$ 10500	\$ 10,500.00				
02-154-AL-25	Jefferson County SD	DWI (OT) \$ 44160	\$ 47,610.00				
		Sobriety Checkpoint (OT) \$ 3450					
02-154-AL-26	Kansas City PD	DWI (OT) \$ 32940	\$ 95,820.00				
		Sobriety Checkpoint (OT) \$ 62880					
02-154-AL-27	Lee's Summit PD	DWI (OT) \$ 13230	\$ 13,230.00				
02-154-AL-28	O'Fallon PD	Sobriety Checkpoint (OT) \$ 3388.1	\$ 3,388.10				
02-154-AL-29	Overland PD	DWI (OT) \$ 5568	\$ 12,475.50				
		DWI Equipment - 1 Video Camera \$ 1500					
		Sobriety Checkpoint (OT) \$ 5197.5					
		Sobriety Checkpoint Equipment - 1 PBT \$ 210					
02-154-AL-30	Pine Lawn PD	DWI (OT) \$ 1540	\$ 1,540.00				
02-154-AL-31	Platte County SD	DWI (OT) \$ 4416	\$ 4,416.00				
02-154-AL-32	St. Charles County SD	DWI (OT) \$ 10659.84	\$ 13,324.80				
		Bat Van (OT) \$ 2664.96					
02-154-AL-33	St. Charles City PD	DWI (OT) \$ 11880	\$ 16,005.00				
		Sobriety Checkpoint (OT) \$ 4125					
02-154-AL-34	St. John PD	Sobriety Checkpoint (OT) \$ 4950	\$ 4,950.00				
02-154-AL-35	St. Joseph PD	DWI (OT) \$ 10221.3	\$ 13,553.60				
		Sobriety Checkpoint (OT) \$ 3332.3					
02-154-AL-36	St. Peters PD	DWI (OT) \$ 15013.44	\$ 15,013.44				
02-154-AL-37	Town & Country PD	DWI (OT) \$ 3600	\$ 4,600.00				
		DWI Equipment - 2 PBTs \$ 1000					
02-154-AL-38	Washington PD	Sobriety Checkpoint (OT) \$ 2875	\$ 2,875.00				
02-154-AL-39	Springfield PD	DWI (OT) \$ 30000	\$ 45,000.00				
		DWI Equipment - 1 BAC \$ 5000					
		Sobriety Checkpoint (OT) \$ 10000					
02-154-AL-40	Cape Girardeau PD	DWI (OT) \$ 5000	\$ 7,600.00				
		Sobriety Checkpoint (OT) \$ 2100					
		2 PBTs \$ 500					
02-154-AL-41	Jackson PD	DWI (OT) \$ 1500	\$ 1,500.00				
02-154-AL-42	Cape Girardeau County SD	DWI (OT) \$ 4320	\$ 5,316.00				
		Equipment - Alco Sensor III (2 from MDHS, 2 local match) \$ 996					



**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2002 PROJECTS**[illegible]

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